

# LAND DEVELOPMENT PLAN EDENTON, NORTH CAROLINA INVENTORY AND PROSPECTS

TITLE: Inventory and Prospects . . . Edenton, N. C.

AUTHOR: Division of Community Planning (G.W.), North Carolina Department of Conservation and Development

DATE: May 1968

LOCAL PLANNING AGENCY: Edenton (N.C.) Planning Board and Zoning Commission

SOURCE OF COPIES: Clearinghouse for Federal Scientific and Technical Information, Washington, D. C.  
HUD Region Office Library, Region III  
645 Peachtree Seventh Building  
Atlanta, Georgia 30323  
Edenton Planning Board and Zoning Commission,  
Municipal Building, Edenton, N. C. 27932

HUD PROJECT NUMBER: N.C.P.-42

SERIES NO.: 2 and 3 of 3

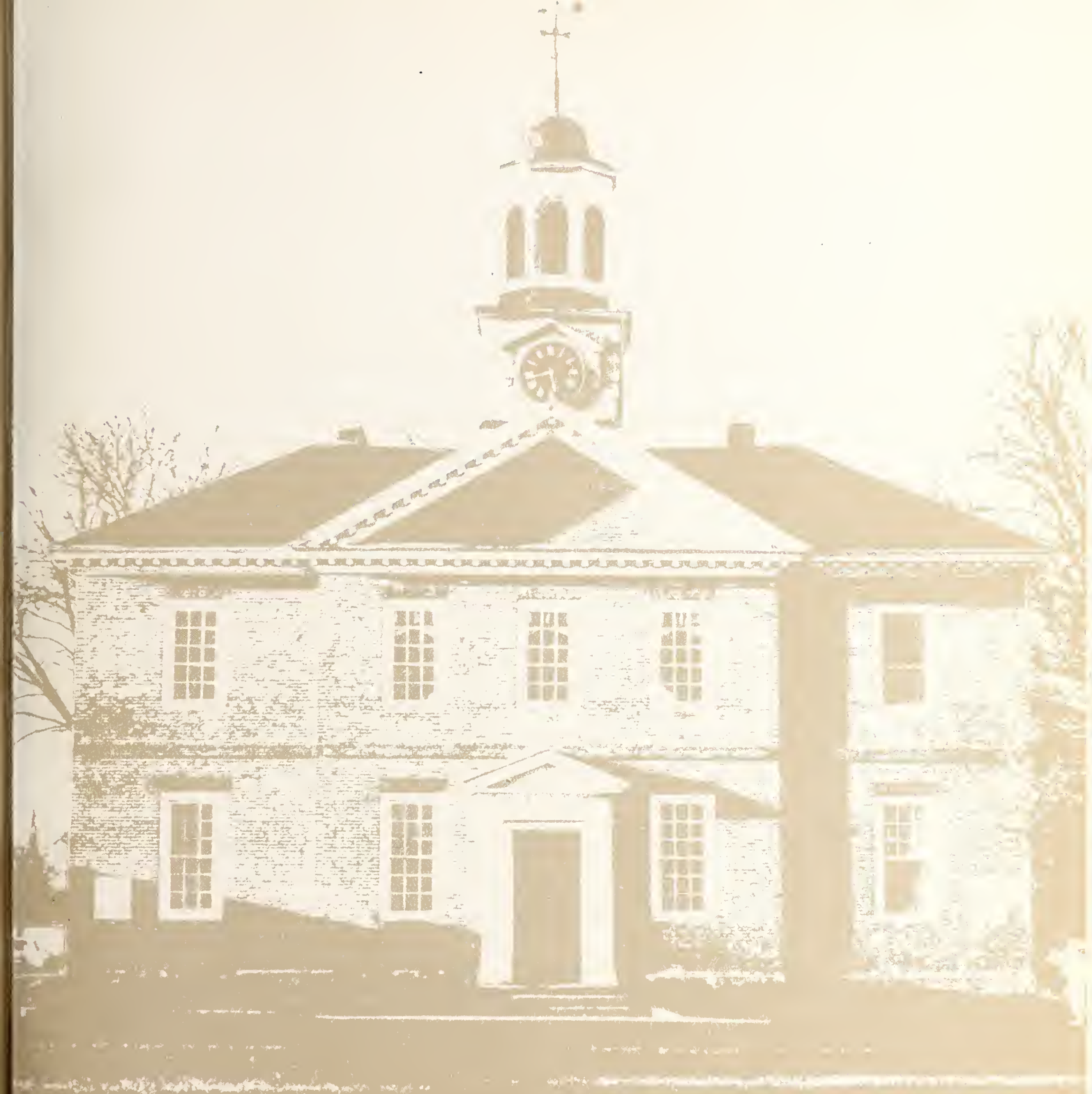
NO. OF PAGES: 112

ABSTRACT: This publication is divided into two major sections - the Land Use Survey and the Land Development Plan.

The Land Use Survey examines the existing pattern and intensity of the various development features within Edenton and the one-mile fringe area. Emphasis is placed on analyzing development trends. Housing densities and conditions are studied in depth. Some discussion centers around the development of the various historic features in the Edenton area.

The Land Development Plan is a standard version for such reports. Future land use demands are projected and various uses are located according to suitability of site.





# LAND DEVELOPMENT PLAN EDENTON, NORTH CAROLINA INVENTORY AND PROSPECTS

## TOWN COUNCIL

John A. Mitchener - Mayor  
Leo Katkaveck                      David G. White  
Henry G. Quinn                     Luther C. Parks  
J. D. Elliott                        Thomas H. Shepard

W. B. Gardner, Town Administrator

## PLANNING AND ZONING COMMISSION

R. Graham White, Jr. - Chairman  
Larry Dowd                          F. A. Jordan  
William M. Cozart                   Rev. Fred Summers  
Charlie W. Swanner                  Robert L. Bunch, Jr.  
Tom Hopkins                         C. Yates Parrish, Jr.

George I. Woodall, Jr. - Planning Consultant

EDENTON . . .

inventory and prospects

TECHNICAL ASSISTANCE FROM THE STATE OF NORTH CAROLINA  
DEPARTMENT OF CONSERVATION AND DEVELOPMENT  
DIVISION OF COMMUNITY PLANNING  
George J. Monaghan - Administrator

COASTAL AREA OFFICE  
WASHINGTON, NORTH CAROLINA  
James R. Hinkley - Director

PROJECT STAFF

George I. Woodall, Jr., Project Planner  
Douglas L. Wiggins, Planning Technician  
Marian J. Alligood, Secretary

May 1968

Price \$2.00

i.i.i.

# LIST OF MAPS, CHARTS, AND TABLES

		Page
MAPS	1. Regional Setting . . . . .	4
	2. Buildings or Sites of Historical- Architectural Significance . . . . .	14
	3. Area Flooded by 1960 Storm . . . . .	17
	4. Soil Groupings . . . . .	19
	5. Generalized Land Use . . . . .	26
	6. Extraterritorial Land Use . . . . .	27
	7. Barriers to Residential Growth . . . . .	29
	8. Residential Density. . . . .	33
	9. Substandard Housing . . . . .	38
	10. Barriers to Industrial Growth . . . . .	48
	11. Commercial Growth Frontiers . . . . .	51
	12. 1968-1987 Land Development Plan . . . . .	78
	13. Preliminary Thoroughfare Plan . . . . .	105
	14. 1966 Average Daily Traffic Flow . . . . .	106
CHART	1. Substandard Housing . . . . .	37
TABLES	1. Selected Soil Properties . . . . .	20
	2. Selected Soil Properties . . . . .	21
	3. Existing Land Use Summary . . . . .	24
	4. Comparative Land Use . . . . .	24
	5. Residential Land Summary . . . . .	28
	6. Summary of Housing Survey . . . . .	39
	7. Comparison of 1960 and 1966 Housing Data . . . . .	40
	8. Past Population . . . . .	43
	9. Projected Population Change . . . . .	43
	10. Industrial Land Summary. . . . .	46
	11. Commercial Land Summary . . . . .	52
	12. Public and Semi-Public Summary . . . . .	57
	13. Rights-of-Way . . . . .	59
	14. Vacant Land Summary . . . . .	60
	15. Park Guidelines . . . . .	93
	16. Land Use Acreages . . . . .	97

TABLE OF CONTENTS  
LAND USE SURVEY AND ANALYSIS

	<u>Page</u>
INTRODUCTION	1
Planning Program	2
Purpose	3
Regional Setting	3
History	9
PHYSICAL CHARACTERISTICS	15
Topography	15
Drainage	16
Soil Types	18
EXISTING LAND USE PATTERNS	23
RESIDENTIAL LANDS	28
Corporate Limits	28
One-Mile Fringe Area	34
Housing	35
INDUSTRIAL USES	46
Corporate Limits	46
One-Mile Fringe Area	49
Future Areas of Development	50
COMMERCIAL LAND USES	52
Corporate Limits	52
One-Mile Fringe Area	56
PUBLIC AND SEMI-PUBLIC LAND USES	57
RIGHTS-OF-WAY	59
VACANT LANDS	60

## LAND DEVELOPMENT PLAN

	Page
INTRODUCTION	63
Purpose	63
Scope	64
Objectives	64
SPACE AND LOCATIONAL REQUIREMENTS	67
Locational Criteria	67
Space Needs and Requirements	71
LAND USE PROPOSALS	77
Introduction	77
Commercial Use Proposals	77
Industrial Use Proposals	83
Residential Use Areas	85
Conservation - Flood Areas	88
PUBLIC AND SEMI-PUBLIC PROPOSALS	93
Recreation Proposals	93
Hospital Site Proposal	96
THE PRELIMINARY THOROUGHFARE PLAN	99
Introduction	99
Basic Patterns	100
Thoroughfare Classification	102
Thoroughfare Recommendations	104
SCHEDULE OF PRIORITIES FOR IMPROVEMENTS	111



A sepia-toned photograph of a large, ornate stone fountain in a park-like setting. The fountain features a tiered design with a central column and a large, curved, shell-like structure. The background is filled with dense foliage and trees, and a fence is visible in the lower right corner.

# LAND USE SURVEY & ANALYSIS



## INTRODUCTION

### PLANNING PROGRAM

Early in 1966, Edenton's first modern day planning board was appointed by the Town Council. This board is charged with the responsibility of planning for the orderly growth and development of the Town of Edenton. Specifically, the duty of the Planning Board is to make careful study of the resources, possibilities, and needs of the town, particularly with respect to conditions which may be injurious to the public welfare or otherwise injurious, and to make plans for the development of the town.<sup>1</sup>

The Edenton Planning Board and Zoning Commission consists of ten citizens, five from the town appointed by the Town Council, and five from the extraterritorial planning area,<sup>2</sup> appointed by the Chowan County Commissioners. Soon after the members were appointed, the Planning Board began a comprehensive planning program leading toward the formulation of a master plan for the development of the town. Professional assistance in the collection and analysis of

---

<sup>1</sup>North Carolina General Statutes. 160-22.

<sup>2</sup>The Extraterritorial Planning Area is the area outside of the corporate limits of Edenton, but lying within one mile of the corporate limits.

data is provided by the North Carolina Department of Conservation and Development, Division of Community Planning.

Necessarily, one of the first steps in the comprehensive planning process is the collection and analysis of pertinent data. A population and economy study was one of the earlier studies undertaken by the Planning Board and the study was published in May 1967. The Population and Economy study provides data which will be useful in the formulation of a plan for the economic growth and development of the area. Whereas the Population and Economy study provides an inventory of the population and economic resources of Edenton and the surrounding area, the Land Use Survey and Analysis provides information on the various aspects of the physical development of the area. These two studies, the Population and Economy and the Land Use Survey and Analysis, will form the basis for the formulation of the land development plan for Edenton.

#### PURPOSE

The land use survey is a key investigation preparatory to long range planning studies; the survey classifies and records the uses of land according to the functional activities of households, business firms, industries, and institutions. The objectives of an effective plan must include recommending future patterns of land use that are consistent with existing development and at the same time must recognize the potentials of the area and the impact of growth on

community facilities, viz., streets and highways, sewer and water lines, etc. Thus, the Existing Land Use Map, included herein, and the statistical summary section, depicts the physical framework for the urban activities carried out today in the Edenton Planning Area<sup>3</sup> and provides a basis for future land use planning.

#### REGIONAL SETTING

With the increasing mobility being enjoyed in modern times, the small community is becoming more related to larger areas known as regions, and it is becoming more directly affected by the forces at work in these regions. Therefore, a portion of this report has been devoted to a brief analysis of the region in which Edenton is located.

The word "region" is primarily used to describe a group of geographically contiguous areas which possess certain common or complementary characteristics or which are linked by extensive interareal activity or flows.<sup>4</sup> The region as defined here consists of the area shown on the Regional Setting Map.

---

<sup>3</sup>Edenton Planning Area - The area within the corporate limits of Edenton combined with the area extending for one mile in all directions from the corporate limits.

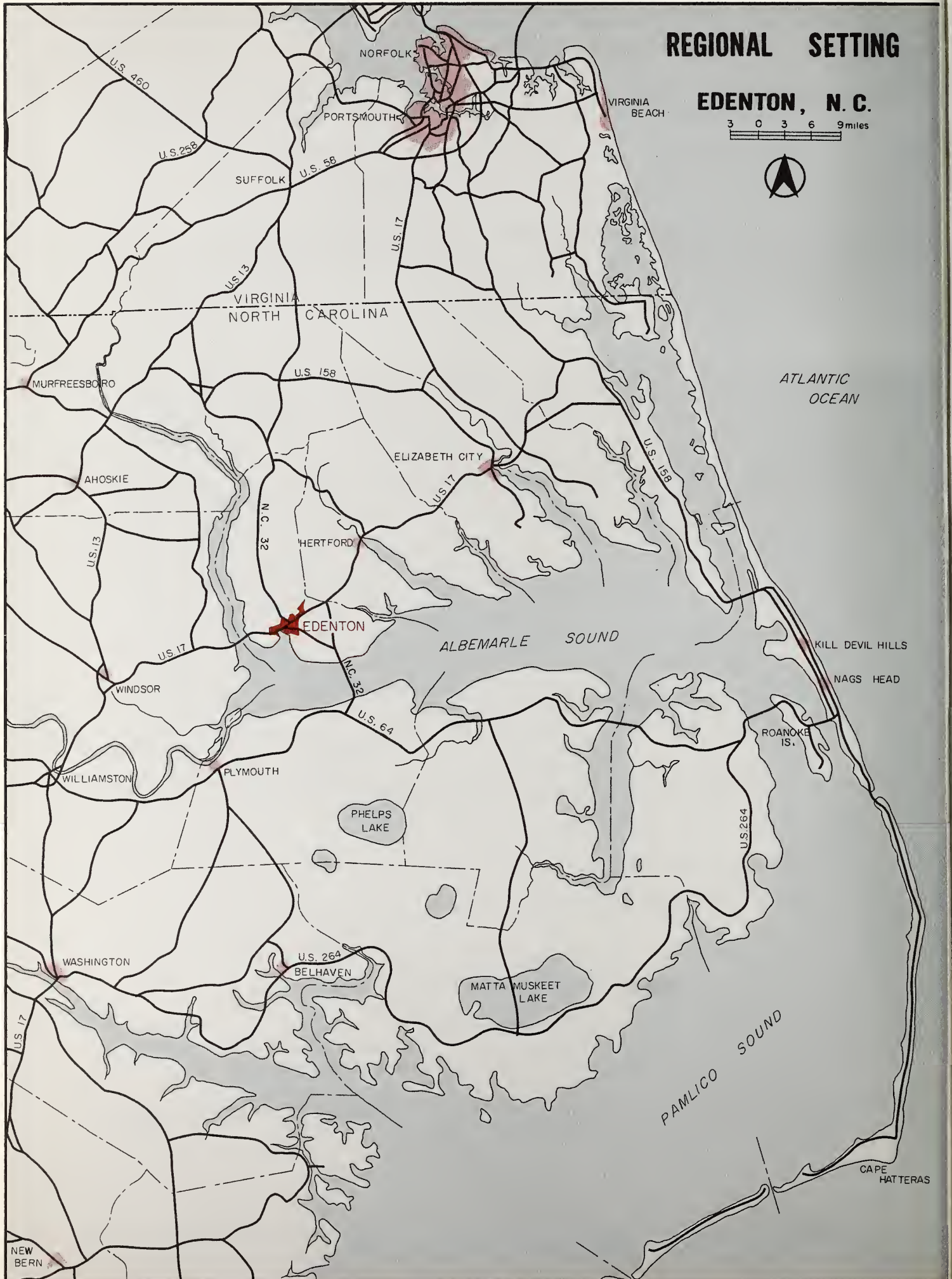
<sup>4</sup>Harvey S. Perloff, and others, Regions, Resources and Growth, Lincoln, 1960, p. 4.



# REGIONAL SETTING

## EDENTON, N. C.

3 0 3 6 9 miles



Edenton is located in Chowan County in the northeastern, or Albemarle section of the Atlantic Coastal Plain of North Carolina. This is primarily an agricultural area, and until recently, industrialization has progressed slowly. However, many small towns in this part of North Carolina, particularly Edenton, are beginning to attract new industries and are awakening to a realization of the area's industrial potential.

From the Regional Setting Map, it is apparent that Edenton is geographically closer to the Norfolk, Virginia metropolitan area than to the large urban areas in Piedmont North Carolina. The most populous town within a 50 mile radius of Edenton is Elizabeth City which serves as a sub-regional wholesale distribution center. The core area for this region is the Norfolk Metropolitan Area which exerts a great influence on Northeastern North Carolina. This is true due to the geographical relationship to Norfolk and to transportation connections between the two areas.

### Transportation

Edenton is easily accessible from the surrounding area by highway, rail, and water transportation. U.S. Highway 17, a major north-south traffic artery, connects Edenton with Norfolk and with Wilmington, North Carolina, and North Carolina Highway 32 connects the town with Gates and Tyrrell Counties. Edenton's rail transportation is handled by the Norfolk Southern Railway which serves the town and connects to other major lines, giving Edenton railroad connections with any part of the county.

In addition to overland transportation, Edenton is accessible by water and air transportation. A 12 ft. deep channel (150 ft. wide) is maintained in the Albemarle Sound and the Chowan River at Edenton. The channel is not deep enough for a major shipping channel, but it can handle barges and tugboats as well as large fishing and pleasure craft. The nearest airline stop is at Elizabeth City, 30 miles from Edenton. However, if necessary, commercial aircraft can land at the Edenton Municipal Airport which is equipped with a 5,000 foot lighted runway. The airport, the remnants of a Marine Corps air base, presently has a fixed base operator and is used commercially to service general aviation primarily.

#### Regional View

Although the Albemarle region has grown slowly in population for many decades, many changes have been taking place in the area. Farming is declining rapidly as an employer of labor and a way of life, while growing in productivity and income. Forestry is being revolutionized by scientific, corporate management. New and expanding industries adjacent to the region, and within it, are providing new employment opportunities, but not at the rate needed to reverse out-migration trends. The Outer Banks have become increasingly important as recreation and vacation areas. Waterfront areas on the sounds and rivers have become magnets attracting second home developments and new businesses.

The region has its share of problems, however. Its location away from the major population complexes of the state makes it relatively isolated, a situation not improved by relatively poor highway access. Because of its proximity to the growing and dynamic Norfolk Metropolitan Area, it is dependent economically and culturally on a locality within which it has no political ties or influence. Its waterways and wetlands in the past have served as barriers to land travel and helped contribute to its isolation. A heavy economic dependence on agriculture and forestry, which are nongrowth industries in terms of employment, has ensured heavy out-migration for many years. Although the recreation potential of the region has been known for many years, relatively little has been done to exploit it until recently. Small governmental units, which abound in the Albemarle region, have each tended to go separate ways, dividing and subdividing the limited financial resources available to provide services and facilities for the region.

The major assets of the region are its people, its land, its water areas, and its climate. As is true in most predominately rural places, the people in the Albemarle area suffer from low educational levels, low per capita incomes, and a relatively high unemployment rate. In addition, a considerable number of the population are underemployed, because of the seasonal nature of the available work.



The potential of the Albemarle area has never been exploited adequately. Although the region was the first section settled in North Carolina, relatively little has been done until recent years to develop and utilize its extensive wetlands. New technology and corporate management, well backed financially, promise to turn land that has traditionally been considered worthless, except for hunting, into highly productive fields and forests. The old farms and forests on the better drained lands have become much more productive as farmers have been educated to the need for better management and the adoption of scientific practices. In the past 25 years, recreation developments along the ocean front and sound shores have added a new dimension. Water access is the key to new and expanded recreation developments in the region.

Urban development in the region has grown slowly until the past decade. Population shifts inside the area are bringing more people to the urban centers as job opportunities within them grow. It will take a dramatic increase in effort for the urban centers to provide the jobs, services, and facilities that will be needed to enable the section to enjoy a modest growth rate. The tide of migration from the rural areas is still quite strong, and many of those moving must now go outside the region to seek employment.

Water resources are particularly abundant in the Albemarle area. It has its ocean, fresh and salt water sounds,



and rivers. Ground water is plentiful, though its mineral content is high in a broad area near the coast. Rainfall is frequent and quite adequate for agriculture and forestry. The area's waters have been largely responsible for its recognition as a great national recreation resource.

A mild climate, tempered by the ocean and its water areas, is characteristic of the Albemarle region. Properly developed, its recreation resources could be used the year around. The long growing season makes double cropping possible and stimulates the growth of trees. Retired people are beginning to seek home sites in the region because of the climatic and other advantages, and people from the Norfolk Area are increasingly building second homes near the waterways.

## HISTORY

No attempt shall be made here to delve deep into the rich historical heritage linked with "ye town on Queen Anne's Creek." However, the historical significance connected with Edenton and the Albemarle region plays an important role in present and future land uses.

### Early Settlement

In 1586 explorers from one of the initial expeditions of Sir Walter Raleigh entered the waters of the Chowan River. Here, they reported, they found an established colony of Indians, numbering 800 and known as the Chowanokes. Seventy-

five years later adventurers from eastern Virginia were drifting south to locate in the Albemarle area. So were a surprising number of New Englanders, who came in by sea.

Settlers continued to come into Albemarle County, as the northern part of the province was called, but until after 1700 no towns developed. In 1712 the Assembly decided to build a courthouse in "the fork of Queen Anne's Creek," where the Virginia road ended at a fine natural harbor. The courthouse was to be financed partly by the sale of the lots of a town to be laid off around it, on adjoining farms. For ten years the project was referred to as "ye town on Queen Anne's Creek," or Mattacomack Creek if you preferred the Indian name, even before there was a building besides the courthouse to indicate anyone's intention of settling here. "The Port of Roanoke," a phrase sometimes mistaken for a name, was the designation of the office of the Collector of Customs, and not of the town.

In 1722 the tiny village was incorporated and named Edenton in honor of the first Royal Governor of the Province, Charles Eden, (appointed in 1716), who had recently died. At the same time it was designated the "metropolis" or capitol of the colony, and the present town plan was made, including the original public property of the courthouse and Council Chamber and setting aside new areas for a church (St. Paul's) and cemetery, a market-place, and a home (never built) for the Governor. Edenton thus became the focal point of the northern half of the province.

### Major Events in Edenton-Chowan Development

- 1658 - First settlers arrive in Albemarle area
- 1665 - Albemarle County created by the Lords Proprietors
- 1672 - Carteret, Berkeley, and Shaftesbury Precincts created by subdividing Albemarle County
- 1685 - Currituck, Pasquotank, Perquimans, and Chowan Precincts created by subdividing and renaming Carteret, Berkeley, and Shaftesbury Precincts
- 1712 - First Chowan Precinct courthouse begun and "ye town on Queen Anne's Creek" laid off
- 1714 - First lot sold, to Edward Moseley
- 1722 - Edenton incorporated and named in honor of Governor Charles Eden
- 1734 - Mackey's Ferry began operation between Edenton and Mackeys
- 1736 - Construction of St. Paul's Episcopal Church begun
- 1739 - Chowan Precinct changed to Chowan County
- 1762 - Commercial herring fishing introduced into Chowan County
- 1767 - Chowan County Courthouse built
- 1771-1772 - 142 sailing vessels visited the Edenton port
- 1850 - Herring fishing was a boom industry in Chowan, with 28 large fisheries on the Albemarle Sound, employing 5,000 workers and 200 vessels
- 1881 - Norfolk & Southern Railway reached Edenton
- 1898 - Edenton Cotton Mills opened
- 1910 - Railroad bridge built across Albemarle Sound between Chowan and Washington Counties
- 1925 - U.S. Highway 17, "Ocean Hiway," completed, linking northern Albemarle area with Virginia
- 1927 - Chowan River Bridge built, hailed as freeing the "Lost Provinces" of the northeast area from Virginia's economic domination

- 1938 - Highway bridge built across Albemarle Sound, between Chowan and Washington Counties, replacing Mackey's Ferry
- 1943 - Marine Corps Air Station constructed
- 1958 - Marine Corps (later Naval) Air Station closed
- 1959 - Seabrook Blanching Corporation opened
- 1960 - 1967 - Industrial Expansion

#### Historical Influence on Present Land Uses

History has left its mark in Edenton, and this is today reflected in the form of many fine old homes and numerous historical sites dating to the early 1700's. Beautiful old trees shade the town's narrow, quaint streets, which were planned in the earliest years of settlement (1712-1722). St. Paul's Church, of simple colonial charm, provides an opportunity for residents to worship in the same manner as did a good number of the Revolutionary figures of Edenton. The Chowan County Courthouse, in constant use for 200 years, and its green overlooking Edenton Bay, are today a living symbol of yesteryears. Hayes plantation, the Cupola House, the James Iredell, Barker, and other colonial homes remind one of the year 1774, when the women of the area, traditionally under the leadership of Penelope Barker, met to endorse the declarations of the rebellious first Provincial Congress. This first political activity of American women is known today as the Edenton Tea Party.





Edenton has been fortunately blessed with these historical amenities, and coupled with a beautiful natural setting

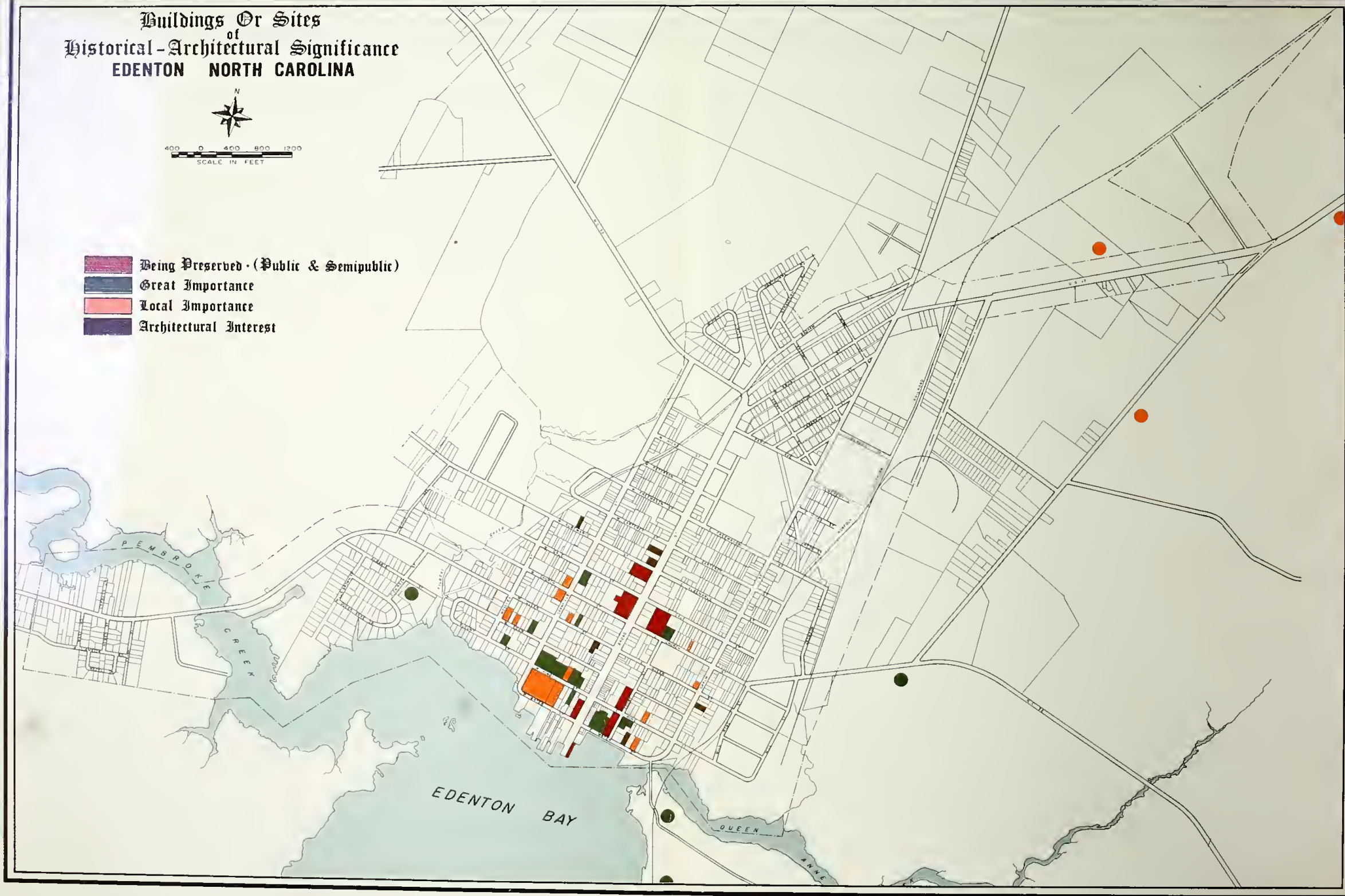
and energetic, responsible civic leadership, the town has developed a most pleasant and livable urban environment. Future land use planning and zoning measures must carefully exploit as well as insure the perpetuation of the historical heritage of Edenton.



Buildings Or Sites  
of  
Historical-Architectural Significance  
EDENTON NORTH CAROLINA



-  Being Preserved (Public & Semipublic)
-  Great Importance
-  Local Importance
-  Architectural Interest



## PHYSICAL CHARACTERISTICS

Physical characteristics, as soils, topography and drainage patterns, affect the type and extent of development that can occur in an area. Excessive slopes, unstable soils, and land areas periodically subject to flooding are limitations imposed by the natural environment on development. If areas possessing these characteristics are unwisely developed, hazards to life and property can occur, and monies and development resources wasted.

The following analysis identifies the land potential based on the configuration of the physical characteristics for various kinds of urban development.

### Topography

The steepness of slopes is a determinant of land uses. By attaching a premium to grading costs, topography limits the type of development that can occur in an area. Nearly level land (0-5 percent slope) is generally categorized as suitable for all types of use. Gently sloping land (5-10 percent) is ideal for residential subdivisions, while moderately sloping land (10-15 percent) is best suited for single-family homes on large lots. Slopes above 15 percent are most suited for wildlife, forests, and recreational purposes.

The unavailability of recent detailed topographic information makes an accurate determination of slope gradients impossible. However, in general, topography in the Edenton

Planning Area is flat to very gently sloping land. Excessive slopes present no problem to future development. However, lowlying lands characterized by swamp and marsh are found lying west of Edenton between U.S. Highway 17 and Edenton Bay, and along the several creeks draining the Planning Area.

Elevations range from sea level in stream beds and swamp areas, to slightly in excess of 20 feet at several points in the one-mile fringe area.<sup>5</sup> The major portion of the town itself is situated on the stream divide for Queen Anne and Filbert Creek.

#### Drainage

The Town of Edenton and the Edenton Planning Area are drained primarily by four main drainage basins: Edenton Bay, Filbert Creek, Queen Anne Creek, and Pembroke Creek. Due to almost flat topography and stream gradients, tidal waters of the Albemarle Sound may "back up" into the streams and their tributary systems on occasions.

The removal of protective vegetation by construction exposes the land to erosion, and the subsequent replacement of the surface of the land with roofs, streets, and parking lots, may compound existing flood possibilities. Urbanization results in increased downstream flood water and sediment damages, as more storm water runoff is reaching the drainage system faster.

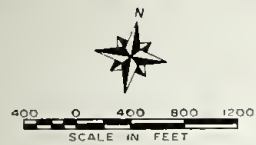
---

<sup>5</sup>U.S. Geological Survey, "Edenton, N.C. Quadrangle," 1904.



# AREA FLOODED BY 1960 STORM

## EDENTON NORTH CAROLINA



Citizens of Edenton remember well the rainstorm of April 1960. Five and two-tenth inches were recorded in one hour and forty-five minutes. This was an equivalent hourly intensity of approximately 3 inches. This hourly average approaches an occurrence frequency of once in one hundred years. "Such rainfalls have short periods of time where intensities far exceed the hourly average. It is speculated that these intensities exceeded a frequency of occurrence of once in three hundred years."<sup>6</sup>

The Filbert Creek Basin Map depicts the area flooded by the 1960 storm. Many homes or business establishments were flooded, as was the basement of the Chowan County Hospital. The improvement of storm drainage pipes, catch basins, drainage ditches, etc., has done much to alleviate any recurrence of such flooding. However, increasing urbanization and surface runoff could possibly offset improvements, and policy should be set to avoid future construction in the major area flooded by the April 1960 storm.

### Soil Types

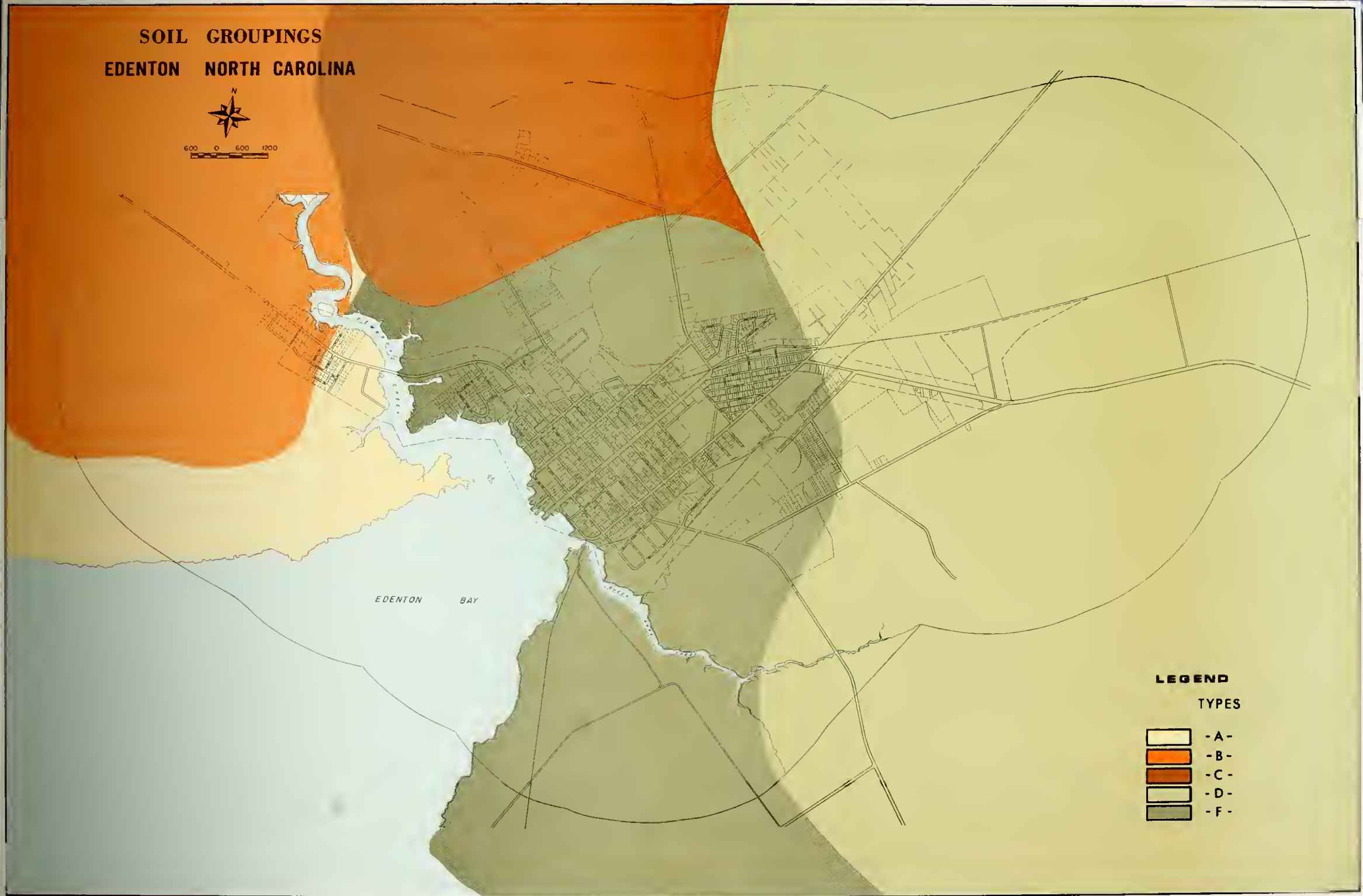
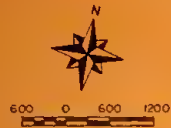
Soils directly affect land development, for their content, permeability, and stability can deter the construction of such uses as septic tank drainage fields, highways, and building foundations. The major soil groups found in the

---

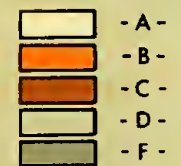
<sup>6</sup>"Edenton Drainage Study," Wm. F. Freeman, Inc., High Point, N. C., July 1960.



**SOIL GROUPINGS**  
**EDENTON NORTH CAROLINA**



**LEGEND**  
**TYPES**



planning area are depicted by the General Soils Map. In Table 1, their more important properties are analyzed.<sup>7</sup>

TABLE 1  
SELECTED SOIL PROPERTIES<sup>8</sup>  
Edenton Area

Map No.	Group	Soil Series	Flood Hazard	Water Table	Percolation Rate Mins./In.	Shrink Swell
2	A	Muck, Peat, Swamp	Very Frequent	0-15"	_____	_____
1	B	Lakeland, Klej	None	30-120"	45-75	low
3	C	Craven, Duplin, Lenoir, Coxville	None	0-15"	45 to More than 75	high
9	D	Coxville, Bladen Othello, Elkton	Very Frequent	0-15"	More than 75	mod.
6	E	Bladen, Portsmouth	Very Frequent	0-15"	45 to More than 75	mod.
10	F	Rumford, Metapeake Mattapex	None	Over 120"	Less than 45	low

<sup>7</sup> Soil groups combine several soil series of common characteristics found to occupy the largest proportion of land in the area. Minor series may be found within these groups and may even occur on the same building lot, but for purposes of this analysis, the study of generalized soil groups was deemed appropriate. For detailed soil data and its application to a specific site, the area soil scientist should be consulted.

<sup>8</sup> Soil Conservation Service, District Office, Edenton, North Carolina.

TABLE 2  
SELECTED SOIL SUITABILITIES<sup>9</sup>

Edenton Area

Group	Map No.	Urban Development	Rural Residences	Light Industry	Septic Tanks	Recreation	Traffic-Ways	Agriculture-Commercial Crops	Truck Crops	Forestry Soft-woods	Forestry Hard-woods
A	2	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Fair	Poor	Fair	Fair
B	1	Good	Superior	Good	Fair	Good	Good	Poor	Superior	Good	Poor
C	3	Good	Superior	Good	Fair	Fair	Good	Good	Fair	Superior	Superior
D	9	Poor	Poor	Poor	Poor	Poor	Poor	Fair	Poor	Superior	Good
E	6	Poor	Poor	Poor	Poor	Not Recommended	Poor	Fair	Poor	Superior	Good
F	10	Superior	Superior	Good	Fair	Good	Good	Superior	Good	Good	Fair

<sup>9</sup> U.S. Department of Agriculture, Soil Conservation Service, District Office, Edenton, North Carolina.



## EXISTING LAND USE PATTERNS

The Edenton Planning Area contains a total land area of approximately 7,764 acres, of which approximately 14.2 percent, or 1,100 acres, is developed for urban use. It can be readily seen from the Existing Land Use Map that the 1,100 acres of developed land in the Edenton Planning Area are mainly concentrated into the area bounded by the Town of Edenton corporate limits. However, residential and industrial uses outside the corporate limits are found in a linear pattern along the transportation arteries serving the town.

Most of the undeveloped land, which comprises 85.8 percent of the total land in the Planning Area, consists of forests, fields, swamps, marshes, or various agricultural uses and is found primarily within the one-mile fringe area beyond the Edenton corporate limits. A detailed breakdown of various land use categories for Edenton, the one-mile fringe area, and the total planning area is given in Table 3, Existing Land Use Summary.

The incorporated area of Edenton, for which this survey is primarily concerned, contains approximately 975 acres of land, of which 68.1 percent is developed for urban usage. Table 4, Comparative Land Use, is used to compare use data of various towns and cities with Edenton.<sup>10</sup> Of the munici-

---

<sup>10</sup>The towns and cities shown in Table 4 were selected at random. Certain of these towns have population and economic conditions similar to those found in Edenton and a meaningful comparison may be drawn.



TABLE 3  
EXISTING LAND USE SUMMARY

Edenton, N. C.  
1966

LAND USE ACREAGE WITHIN CORPORATE LIMITS				LAND USE ACREAGE WITHIN ONE-MILE PLANNING AREA			LAND USE ACREAGE WITHIN EDENTON PLANNING AREA		
Land Use Category	Acres	Percent of Developed Land	Percent of Total Land	Acres	Percent of Developed Land	Percent of Total Land	Acres	Percent of Developed Land	Percent of Total Land
Residential*	*272	41.0	27.9	**147	33.7	2.2	419	38.1	5.4
Commercial	51	7.7	5.2	12	2.7	.2	63	5.7	.8
Industrial	94	14.2	9.7	75	17.2	1.1	169	15.4	2.2
Public and Semi-Public	88	13.2	9.0	53	12.2	.8	141	12.8	1.8
Rights-of-Way	159	23.9	16.3	149	34.2	2.2	308	28.0	4.0
TOTAL OEVEL.	664	100.0	68.1	436	100.0	6.5	1,100	100.0	14.2
Vacant Land	311		31.9	6,353		93.5	6,664		85.8
TOTAL LAND	975		100.0	6,789		100.0	7,764		100.0

\*8,712 Average Sq. Ft. Per Dwelling Unit

\*\*Allows one-half acre per structure

TABLE 4  
COMPARATIVE LAND USE  
Edenton and Selected Areas

Land Use Category	PERCENT OF DEVELOPED LAND - TOWN & POPULATION										
	Roxboro (Pop. 5,147)	Whiteville (Pop. 4,682)	Raeford (Pop. 3,058)	Belmont (Pop. 5,007)	Wadesboro (Pop. 3,744)	Edenton (Pop. 4,458)	Williamston (Pop. 6,924)	Murfreesboro (Pop. 2,643)	Selma (Pop. 3,102)	Greenville (Pop. 28,533)	Ahoskie (Pop. 4,583)
% Residential	53.2	40	47.4	36.8	57.4	41	45	47.1	51.5	41.2	43.0
% Commercial	6.6	9	4.6	4.6	5.3	7.7	12.2	4.8	2.2	6.2	6.1
% Industrial	4.8	8	7.4	4.3	5.3	14.2	3.8	10.5	16.3	6.5	9
% Public and Semi-Public	5.4	6	8.8	32.5*	8.1	13.2	8.0	16.4**	4.7	27.1***	8.3
% Rights-of-Way	30	37	31.8	21.5	23.9	23.9	31.0	21.2	25.3	24.0	33.9
Developed (% of Total Land)	59	49	48	47	53.7	68.1	54.2	—	—	47.5	—
Open Space (% of Total Land)	41	51	52	53	46.3	31.9	45.8	—	—	42.5	—

\*Belmont Abbey College

\*\*Chowan College

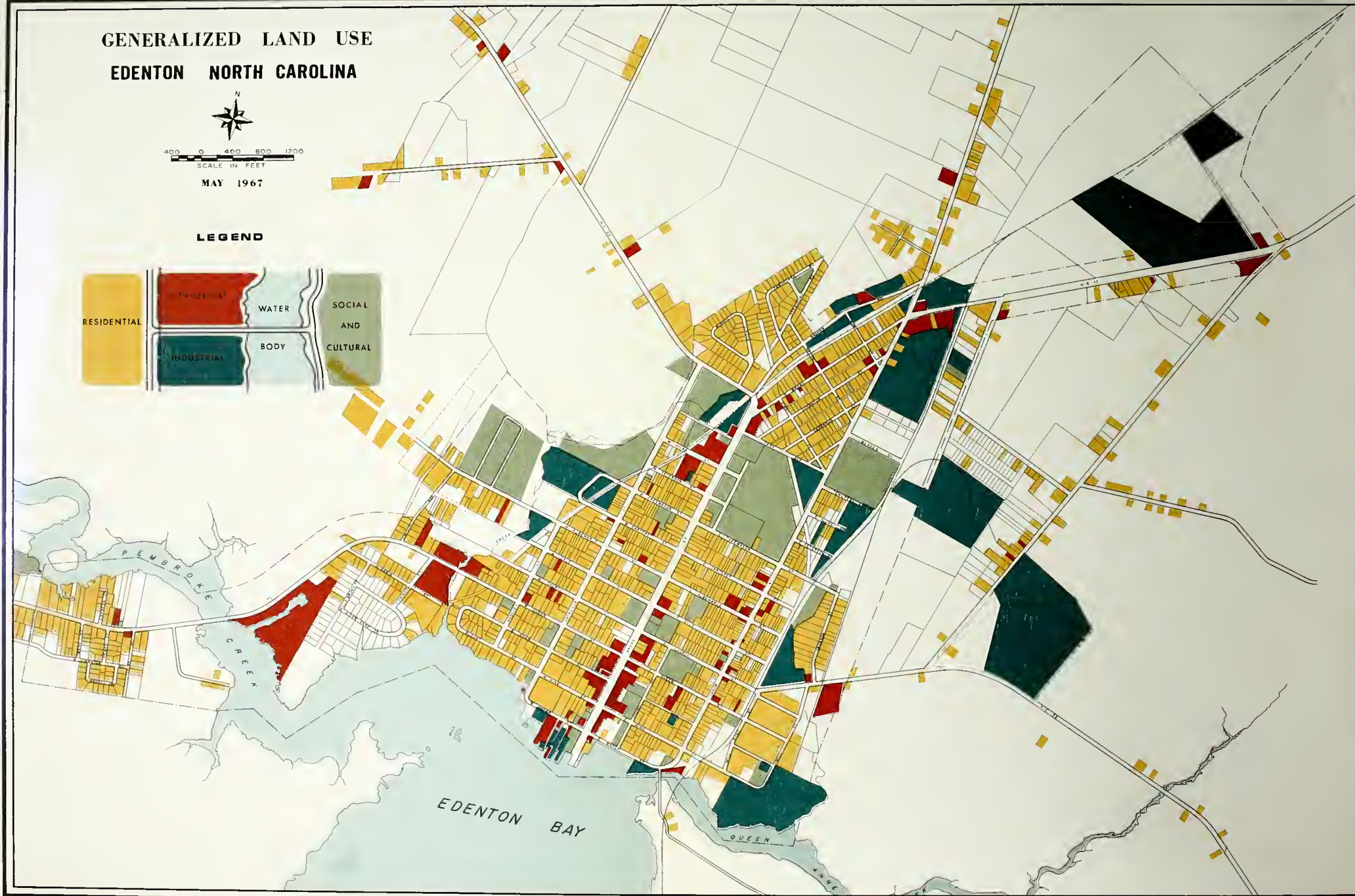
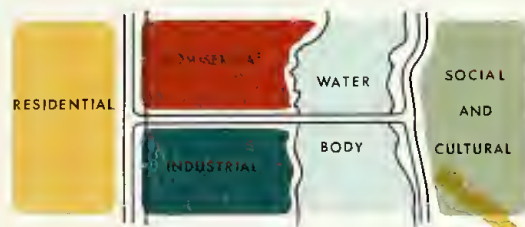
\*\*\*East Carolina University

palities represented in Table 4, Edenton is shown to contain the highest percent of total land developed, and lowest percent of open or vacant space. An examination of the Edenton Land Use Map readily reveals the small amount of vacant land within the corporate limits.

# GENERALIZED LAND USE EDENTON NORTH CAROLINA



## LEGEND



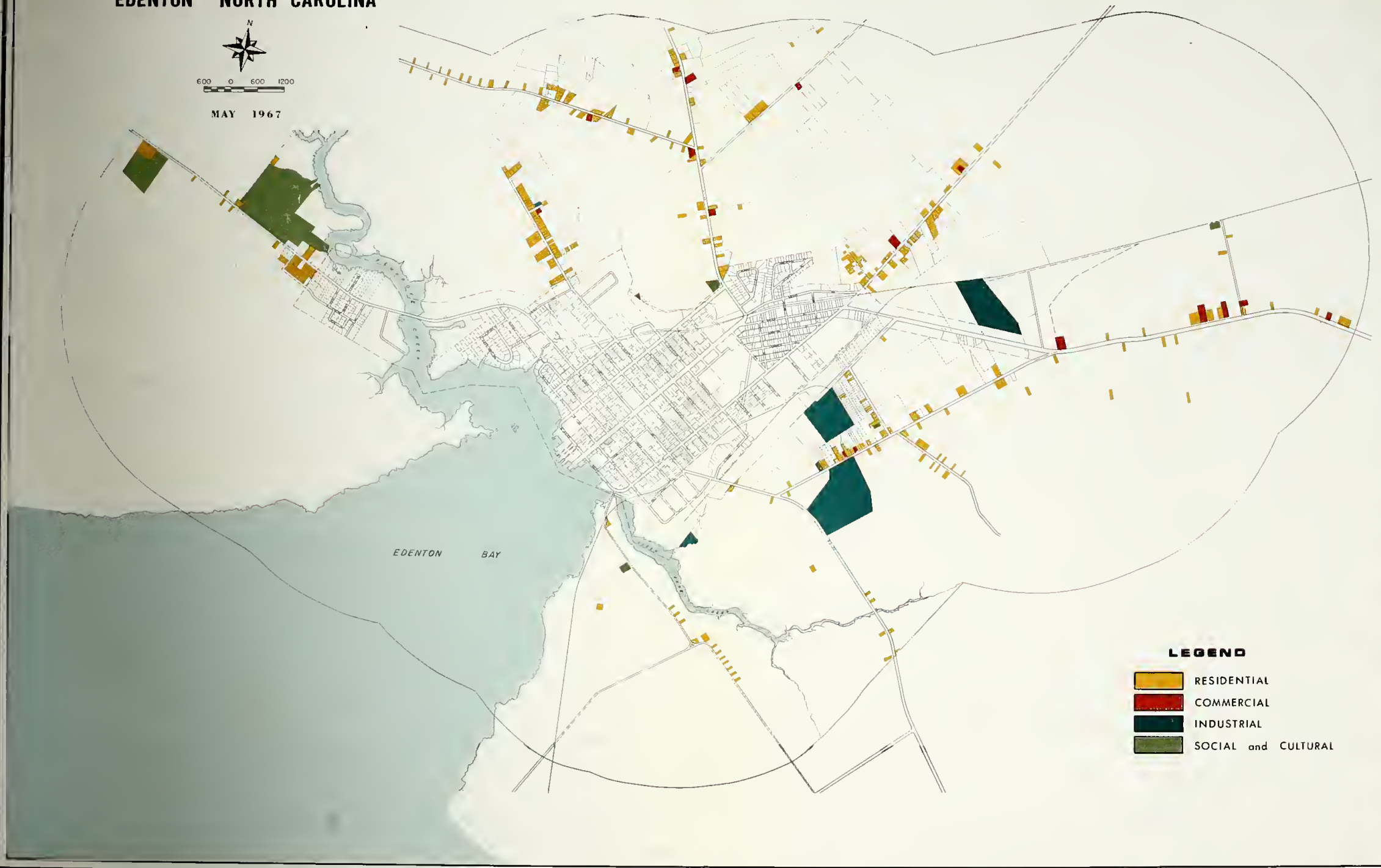


# EXTRATERRITORIAL LAND USE

## EDENTON NORTH CAROLINA



MAY 1967



### LEGEND

- |                                                                                       |                     |
|---------------------------------------------------------------------------------------|---------------------|
|  | RESIDENTIAL         |
|  | COMMERCIAL          |
|  | INDUSTRIAL          |
|  | SOCIAL and CULTURAL |



## RESIDENTIAL LANDS

Residential lands consist of those areas used for residential occupancy, either as single-family dwellings, multi-family dwellings, or mobile homes (trailers). A summary of residential land consumption is given below.

TABLE 5  
RESIDENTIAL LAND SUMMARY  
Edenton, N. C.  
1966

CORPORATE LIMITS			ONE-MILE FRINGE AREA			TOTAL PLANNING AREA		
Acres	% of Developed Land	% of Total Land	Acres	% of Developed Land	% of Total Land	Acres	% of Developed Land	% of Total Land
272	41	28	147	34	2	419	38	5

### CORPORATE LIMITS

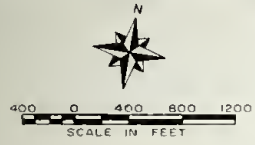
Of the total amount of land in the Edenton Planning Area developed for residential purposes, 65 percent is found within the corporate limits of the Town of Edenton. Residential development in Edenton represents 41 percent of all developed land and 28 percent of the total land area.

### Barriers and Resultant Growth

An examination of the Barriers and Growth Frontiers Map reveals the direction which past residential growth in Edenton has taken and points up certain barriers to past and present residential development. An indication is also given as to what vacant lands are presently more conducive to future residential settlement.

# BARRIERS TO RESIDENTIAL GROWTH

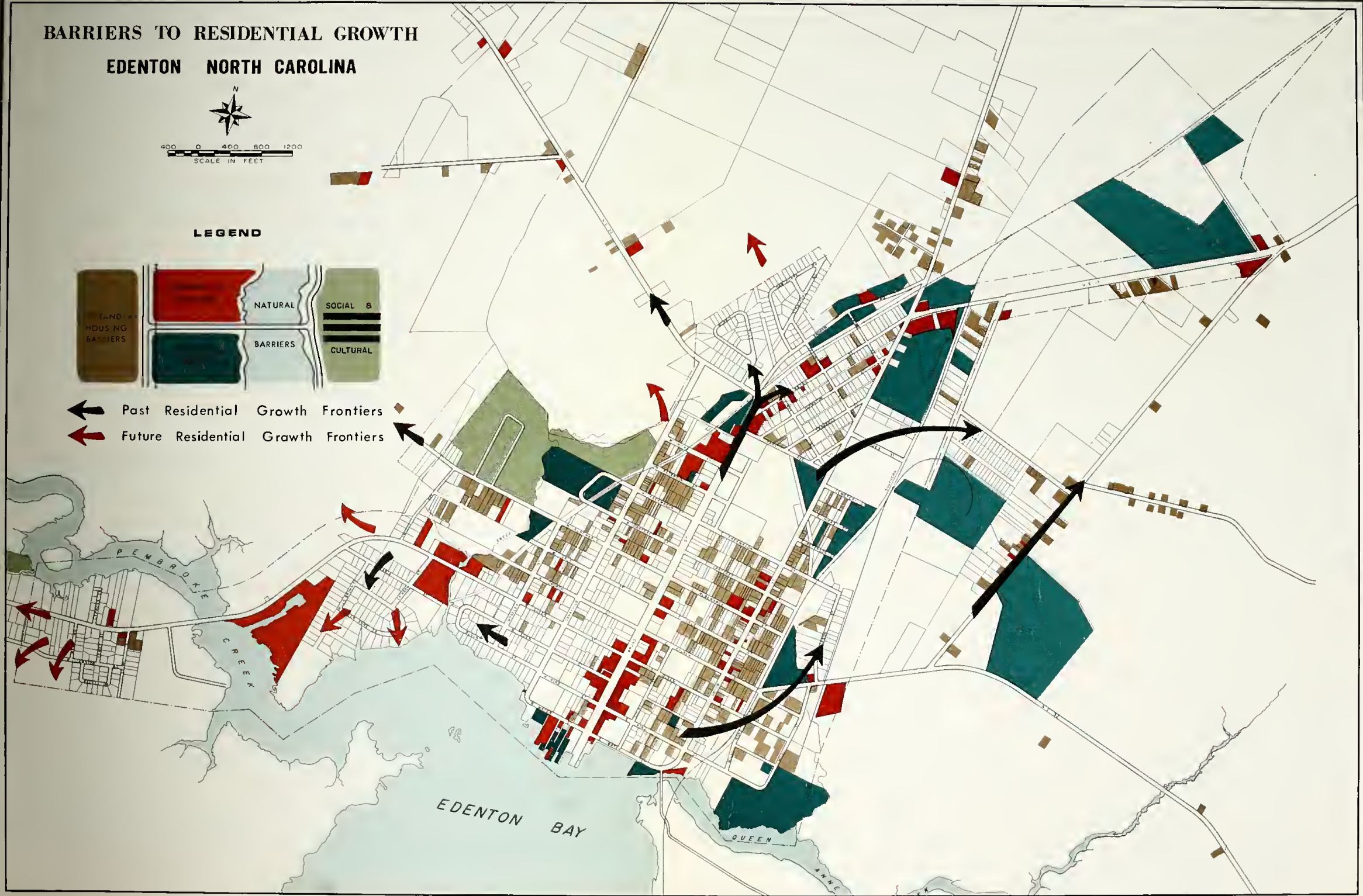
## EDENTON NORTH CAROLINA



### LEGEND



← Past Residential Growth Frontiers  
← Future Residential Growth Frontiers



As shown on the map, residential development within Edenton to some extent has occurred throughout all portions of the town. However, with a few exceptions older development has been confined mainly to an area in the shape of a triangle with its borders being formed by the mainline of the Norfolk Southern Railway on the west; a spur of the Norfolk Southern Railway on the east; and the Edenton Bay on the south. The two rail lines join just north of the Edenton Corporate limits to form the apex of the triangle. It is within this area that the bulk of the older residences occur, and within this area that little vacant space remains that is suitable for future residential growth.

The industrial development that has occurred along these railway corridors has played an important role in determining past and future residential growth trends. Residential growth, with few exceptions, has tended to avoid development in the direction of these barriers to growth and has moved through various open spaces in the corridors and into outlying areas.

Most recent residential development has occurred outside of the "triangle" area discussed above. This includes such areas as Morris Circle, Hawthorne and Stradford Roads, Albania, Twiddy Avenue, West Albemarle Street, and the area west of Pembroke Creek along U.S. Highway 17. Generally, the development outside the "triangle" is average to above average in quality and arranged on lots ranging from over



6,000 square feet in size to well in excess of 22,000 square feet, with the majority of lots falling within the over 10,000 square foot category. These lot sizes average a greater size than do the older developments within the "triangle" area.

Substandard housing breeds more substandard housing, and new development is not encouraged to locate in neighborhoods already dilapidated or in a deteriorating state. Substandard housing has not played as important a role in determining residential growth areas in the past as it may in the future years. With a state of almost total development of residential land within the corporate limits, and the continuing deterioration of substandard and marginal housing, new development will be forced to lands beyond the corporate limits. A trend toward this has occurred in recent years.

#### Future Areas of Development

Areas of future development will be discussed more fully in the Edenton Land Development Plan. However, it is important to point out here that the present barriers to development, present residential growth trends, and the present industrial growth frontier will point the direction of future residential growth. From all indication growth will occur to the west: the lands presently being developed along U.S. Highway 17; the land between Pembroke Creek and Albemarle Street extended; the portion west of N.C. Highway 32 and north of the Cemetery; and the sections lying east of



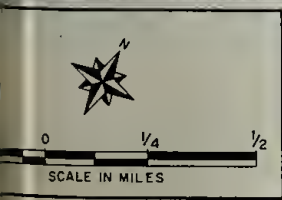
N.C. Highway 32 and north of Morris Circle subdivision. Certainly some residential growth may be expected to the east of Edenton, but these areas are less valued for residential development and any growth that occurs here will likely be of a low-cost nature.

#### Densities of Development






The study of the density of residential development gives some indication as to which portions of Edenton are overdeveloped, and points out where overcrowded conditions exist. The Density of Residential Map depicts the result of the survey.

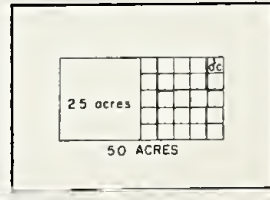
In the study each residential section, usually a block, was measured as to size and the number of dwelling units counted. From this information a formula was used to compute the average number of acres per dwelling unit for each block area. For simplification, the various densities have been grouped into five categories, ranging from .08 acres to in excess of .51 acres per dwelling unit (from 3,435 to in excess of 22,216 square feet per dwelling unit).

Residential densities greater than .14 acres per dwelling unit (.13, .12 etc.) for single-family residences, .08 acres per dwelling unit (.07, .06 etc.) for duplexes, and .04 acres per dwelling unit (.03, .02 etc.) for multi-family apartments of two stories are in excess of healthful living conditions as recommended by the American Public Health Association.



# EDENTON NORTH CAROLINA

RESIDENTIAL DENSITIES			
AVERAGE LOT SIZE			
	3485 - 6534 sq. ft.		13939 - 21780 sq. ft.
	6970 - 10019 sq. ft.		Over 22216 sq. ft.
	10454 - 13504 sq. ft.		



An examination of the Density Map reveals that the areas of heaviest density for dwelling units is found in the older "triangle" portion of Edenton, with exceptions being found west of Broad Street and south of Gale Street. Most of the more recent developments outside of the "triangle area" are mainly developed into medium densities ranging upward from .24 acres per dwelling unit (10,454 square feet average per dwelling unit).

Using recommendations by the American Public Health Association as guidelines, and by examining the Density Map, it can be surmised that a large percentage of single-family dwelling units within Edenton are located in areas where densities greatly exceed the limit considered safe for healthful living conditions.

#### ONE-MILE FRINGE AREA

Of the total amount of land in the Edenton Planning Area developed for residential purposes, 35 percent is found within the one-mile fringe area beyond the Edenton corporate limits. Residential development represents 34 percent of all developed land and 2 percent of the total land in the one-mile fringe area.

Development has occurred at fairly low densities and is dispersed primarily along the transportation arteries leading from the town. With the exception of the Morgan Park Subdivision, no concentrated development of a high quality nature is found in the one-mile fringe area. A recent study

completed by the N.C. Division of Community Planning and the Edenton Planning Board and Zoning Commission recommends that the Morgan Park Subdivision be annexed by the town.<sup>11</sup> Other areas of concentrated residential development are found along Albemarle Street extended, Old Hertford Road and the section north of Badham Road and north of Oakum Street extended. All these areas contain significant amounts of housing. However, these sections are predominantly sub-standard.

Along Highway 17 west of Morgan Park is found a fairly dense residential concentration. However, development has occurred in a linear pattern and rarely has development occurred away from the roadway. Housing in this area is of medium to high quality.

## HOUSING

Housing conditions can be a good indicator of the social and economic affluence of a community. One can be reasonably sure that persons living in dilapidated houses are not enjoying a high standard of living. Housing conditions can also be a key to future residential construction needs. A large number of dilapidated houses is an indication that some type of standard housing should be provided for low income people in the future.

---

<sup>11</sup>Toward Orderly Annexation, N.C. Division of Community Planning and Edenton Planning Board and Zoning Commission, July, 1967.



The study of Edenton's housing needs began with a house-by-house field check of the current external housing conditions. Occupied and unoccupied dwelling units were counted, mapped, and classified into one of four conditions: sound, in need of minor repair, in need of major repair, and dilapidated.<sup>12</sup> A separate count was made of the housing in the town's one-mile fringe planning area.

Chart 1, Substandard Housing, shows that Edenton has a much higher percentage of substandard housing than either urban United States or urban North Carolina. A town with Edenton's historical significance should not be content with over one-third of its houses classified as substandard. Edenton has many beautiful historic houses and sites, but a substandard building nearby detracts from the beauty of any

---

<sup>12</sup>The housing classifications are defined as follows:

1. Sound housing - has no visible exterior defects.
2. Housing in need of minor repair - has only slight defects, such as need of paint or slight damage to porch steps, etc.
3. Housing in need of major repair - has one or more defects of an intermediate nature that must be corrected if the unit is to continue to provide safe and adequate shelter.
4. Dilapidated - housing does not provide safe and adequate shelter and in its present condition endangers the health, safety, and well-being of the occupants. Such housing has one or more critical defects or a combination of intermediate defects. The defects are either so critical or so widespread that the structure should be extensively repaired, rebuilt, or torn down.

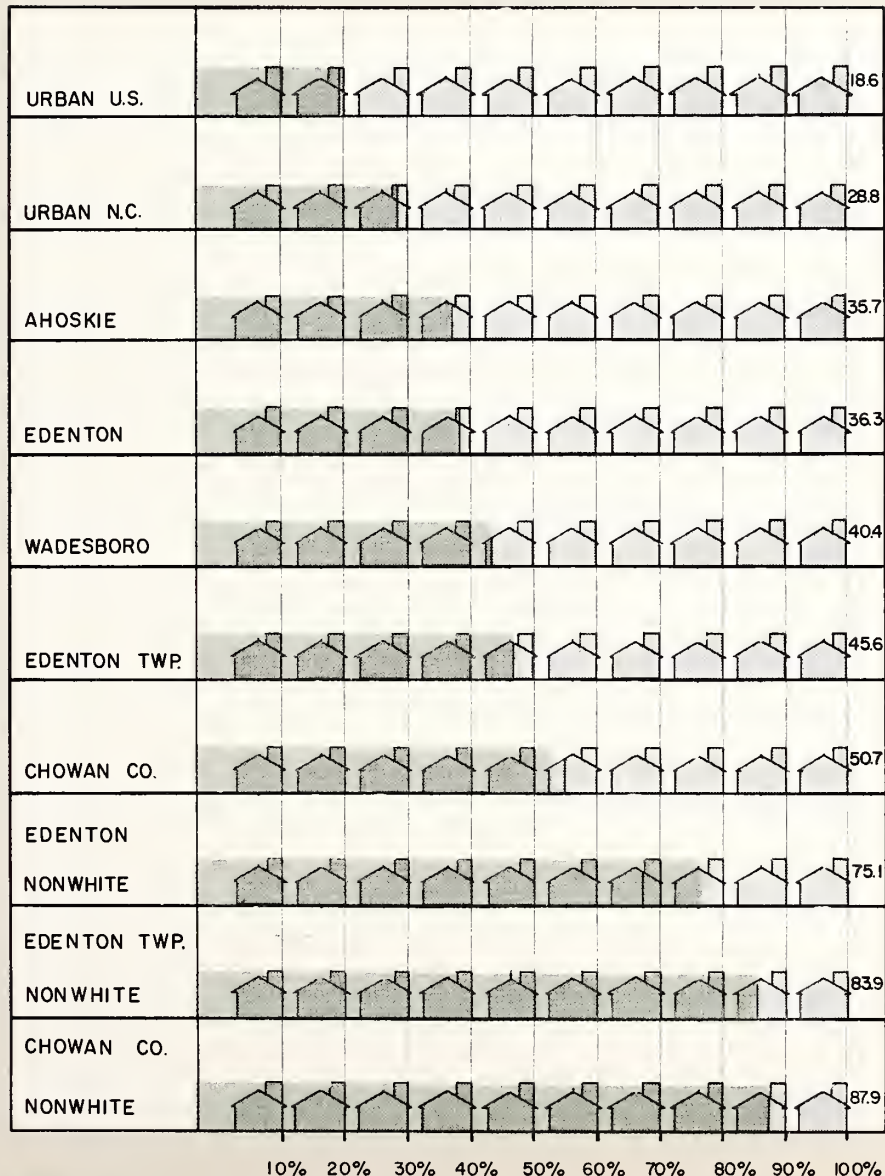
CHART 1

# SUBSTANDARD HOUSING

AS A

## PERCENT OF TOTAL DWELLING UNITS

1960



SUBSTANDARD HOUSING

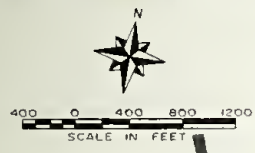
SOURCE:  
U.S. BUREAU OF THE CENSUS

\* EACH HOUSE REPRESENTS 10%





# SUBSTANDARD HOUSING EDENTON NORTH CAROLINA



## LEGEND

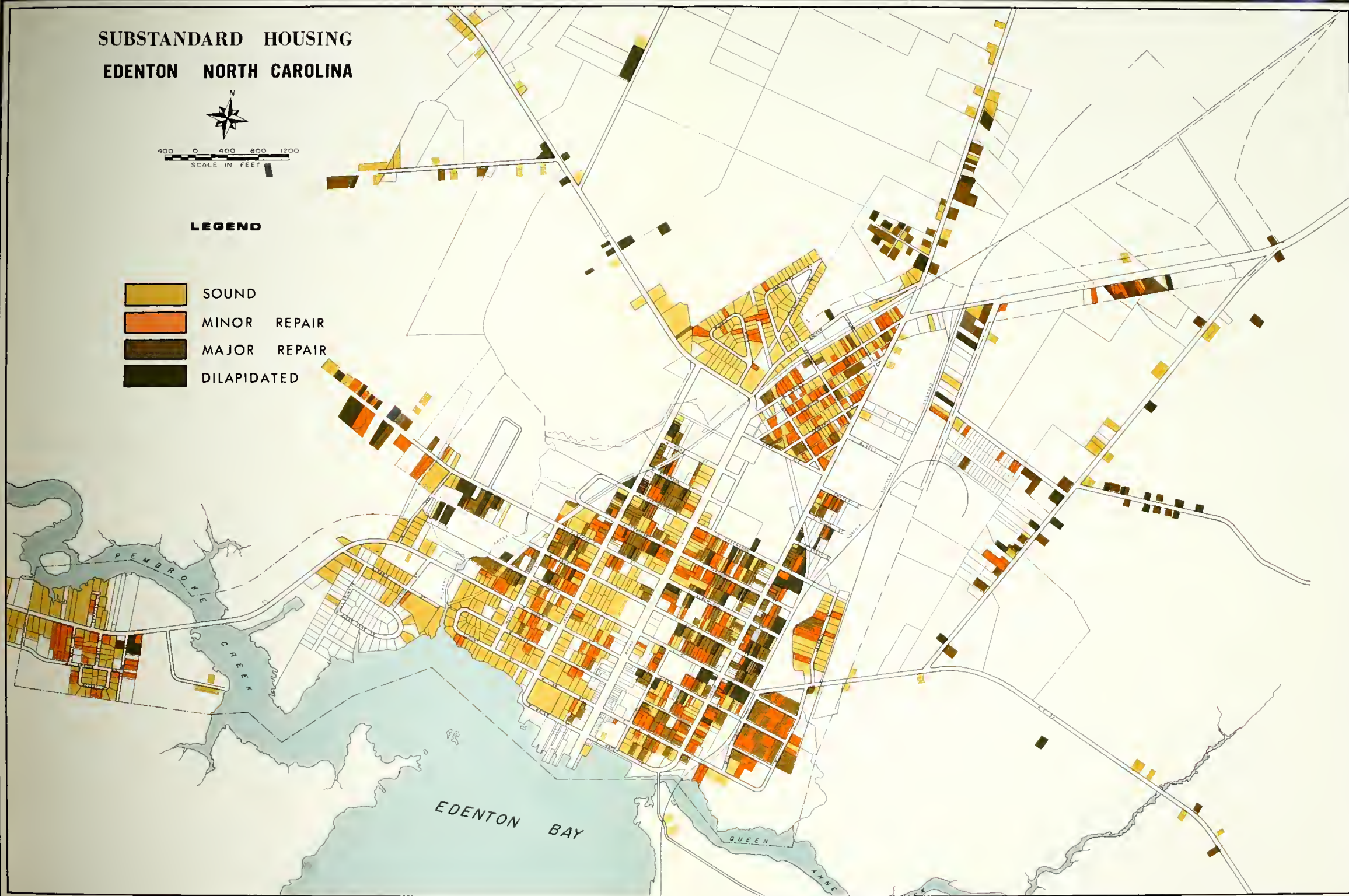






TABLE 6  
SUMMARY OF HOUSING SURVEY OF EDENTON  
AND EXTRATERRITORIAL PLANNING AREA

	Edenton Dwelling Units*						Extraterritorial Area Dwelling Units					
	Occupied Number	%	Vacant Number	%	Total Number	%	Occupied Number	%	Vacant Number	%	Total Number	%
Sound	505	38.8	7	12.1	512	37.6	87	28.0	1	5.9	88	26.8
Minor Repair	323	24.8	14	24.1	337	24.8	50	16.1	1	5.9	51	15.5
Major Repair	341	26.2	15	25.9	356	26.2	96	30.9	3	17.6	99	30.2
Dilapidated	133	10.2	22	37.9	155	11.4	78	25.1	12	70.6	90	27.5
TOTAL	1302	100.0	58	100.0	1360	100.0	311	100.0	17	100.0	328	100.0

\*This count does not include mobile homes

Source: Housing Survey, DCP, August 1966.

structure. Edenton's reputation as a clean town and its historic homes are among the town's most valuable social and economic assets, and great care should be taken to protect them.

### Current Housing Needs

The housing survey revealed a lack of adequate available housing in the Edenton area. Of the 58 vacant housing units within the town, only 21 can be considered to be adequate available housing units. Only 2 vacant units in the extraterritorial planning area were adequate structures. In considering current and immediate future housing needs, examination should be made of the number of dwelling units which are in need of major repair or in a state of dilapidation. Many of these structures are in need of replacement now, and an even larger percentage will be in need of replacement in the next five years. However, many of these inade-

quate housing units are occupied by families who are economically unable to provide themselves with moderate cost housing. In 1959, Edenton had 250 families with an annual family income of less than \$2,000. For these people, there is a definite need for some type of adequate low-rent housing.

Although the population of Edenton has increased since 1960, the total number of housing units has decreased. The 1960 census counted 1474 total housing units in Edenton, whereas the housing survey recently completed revealed a total of 1394 housing units. A small part of the difference between the two figures may result from a statistical variation. However, the following table shows that most of the decrease in housing units between 1960 and 1966 can be attributed to a decrease in vacant units. The number of vacant dwelling units has decreased by over 60 percent since 1960.

TABLE 7

COMPARISON OF 1960 and 1966 HOUSING DATA

	<u>1960</u>	<u>1966</u>
Total Occupied Dwelling Units*	1311	1337
Vacant Dwelling Units	163	58
Dilapidated Dwelling Units**	158	133

---

\*Totals include trailers

\*\*Includes both occupied and vacant dilapidated dwelling units

Since 1960, the number of occupied housing units in Edenton has increased, even though the total number of housing units has decreased.

Another indication of current housing needs, especially moderate cost housing needs, is the amount of population increase since 1960.

### Current Population

The present population of Edenton and the extraterritorial planning area was estimated by finding the number of dwelling units occupied presently and multiplying it by the average population per household in 1960. The 1960 population in group quarters was then added to the total.<sup>13</sup> This procedure is based on the assumption that the average number of persons per household and the population in group quarters have not changed significantly since 1960. In Edenton the average number of persons per household in 1960 was 3.39, and in Edenton township (including the extraterritorial planning area) there were 3.79 persons per household. All persons occupying a single dwelling unit are classified as one household. Based on these assumptions, the present population of Edenton is estimated to be approximately 4,550 people and the

---

<sup>13</sup> Group quarters are living arrangements for persons who do not live in housing units. Examples of group quarters are: a house with at least 5 lodgers, an institution, a college dormitory, or a military barracks.



present population of the one mile extraterritorial planning area is approximately 1,180 people.<sup>14</sup> Therefore, the total population of Edenton and an area extending one mile beyond the city limits in all directions is estimated to be approximately 5,730 people.

The population of Edenton in 1960 was 4,458 people. Therefore, the town has gained approximately 92 people since 1960, an increase of 2.1 percent. However, most of the current population growth in the planning area is taking place in areas outside the corporate limits around the town. Therefore, the population within Edenton's extraterritorial planning area probably includes a greater percent increase than occurred within the corporate limits. An increase of 92 persons represents an increase of approximately 25 families within the corporate limits since 1960.

#### Future Population

The figures in the following table indicate that the population growth in the Edenton area since 1960 is contrary to the population growth trends of the previous decade. Because the past trends have been so erratic and because the town and county did lose population during the 1950's, past population growth cannot be used as a basis for projecting the increasing population into the future. A population pro-

---

<sup>14</sup>Population and Economy: Edenton, N. C., N.C. Division of Community Planning, Washington, N. C., May 1967.

TABLE 8  
PAST POPULATION OF EDENTON,  
EDENTON TOWNSHIP, AND CHOWAN COUNTY

Area	POPULATION										
	1910	% Change	1920	% Change	1930	% Change	1940	% Change	1950	% Change	1960
Chowan County	11,303	- 5.8	10,549	5.9	11,282	2.6	11,572	8.4	12,540	-6.9	11,729
Edenton Township	5,948	-15.3	5,040	18.9	5,994	6.5	6,386	17.6	7,508	-2.9	7,294
Edenton	2,789	- .04	2,777	28.3	3,563	7.6	3,835	16.5	4,468	-.02	4,458*

\*Includes an area annexed from Edenton Township containing 464 people.

Source: U.S. Census Data

jection based solely on trends prior to 1960 would give both Edenton and Chowan County a population decreasing at a rate of about 9% per decade. However, several factors point toward a reversal of past trends and provide a basis for projecting an increasing population for Edenton and the surrounding area. (See Population and Economy: Edenton, N. C., Division of Community Planning, May 1967).

TABLE 9  
PROJECTED POPULATION CHANGE FOR CHOWAN COUNTY,  
EDENTON, AND EXTRATERRITORIAL PLANNING AREA

Year	Chowan County		Edenton		Extraterritorial Area		Total for Edenton and Extraterritorial Area	
	Projected Population	% Change	Projected Population	% Change	Projected Population	% Change	Projected Population	% Change
1966	11,504	-3.2	4550	+2.1	1180	Not Available	5730	Not Available
1976	11,626	+1.1	4730	+4.0	1274	+8.0	6004	+ 4.8
1986	12,162	+4.6	5010	+6.0	1388	+9.0	6398	+ 6.6

The population of the extraterritorial planning area is expected to increase faster than the population of Edenton, primarily because of economic and social reasons. Cheaper land and larger lot size outside the city limits and no city taxes, coupled with almost the same advantages that one would have inside the city, serve as an inducement for people to locate outside the city limits. The reader should realize that annexation of any area by the town will change the projected population distribution.

In order to house a growing population and provide for existing deficiencies in low rent housing, Edenton needs a substantial increase in new housing units now and in the near future. A lack of adequate housing may actually hinder population growth. New employees of Edenton's businesses and manufacturing firms may choose to commute up to 25 or 30 miles from their present homes rather than accept inadequate housing in Edenton. If this situation is allowed to develop, Edenton may lose many of the benefits normally derived from increased employment.

#### Summary of Housing Units Needed

Edenton needs approximately 155 low-rent housing units to replace the dilapidated structures in town, plus 90 low-rent units to replace the dilapidated structures in the extraterritorial planning area. In addition, any houses in need of major repair which deteriorate further will need to be replaced.

During the next ten years, the population of Edenton and the planning area has been projected to increase by 274 persons. Assuming that there will be 3.39 persons per household, this new population will need approximately 81 new homes.

Many of the present older structures which are in good repair may need to be replaced during the next ten years. As the town becomes more prosperous, many of these people will demand newer and more modern homes.



## INDUSTRIAL USES

The category Industrial Uses includes all uses of land devoted to the manufacturing or storage of goods or commodities not for retail or wholesale exchange on the premises. Also included in this grouping is office uses accessory to industrial uses. A summary of industrial land consumption is given below.

TABLE 10  
INDUSTRIAL LAND SUMMARY  
Edenton, N. C.  
1966

CORPORATE LIMITS			ONE-MILE FRINGE AREA			TOTAL PLANNING AREA		
Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land
94	14.2	9.7	75	17.2	1.1	169	15.4	2.2

### CORPORATE LIMITS

Of the total amount of land in the Edenton Planning Area developed for industrial purposes, 56 percent is found within the corporate limits of the Town of Edenton. Industrial development in Edenton represents 14 percent of all developed land and over 9 percent of the total land area.

### Barriers and Resultant Growth

An examination of the Industrial Barriers and Growth Frontiers Map reveals the direction which past industrial growth in Edenton has taken and points up certain barriers to past and present industrial development patterns. An indication is also given as to what vacant lands are presently more conducive to future industrial growth.

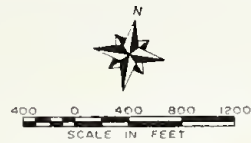
As shown on the map, industrial development within Edenton has occurred primarily in two corridors: the east corridor roughly follows the mainline of the Norfolk Southern Railway; the west corridor is spread along a line of the same railroad. None of the development within either of these corridors has occurred recently.

Small isolated pockets of industrial uses are found in several areas: the waterfront area west of Broad Street and south of East Water Street; a bottling works on East Eden Street; an old warehouse on East Water Street; and a Veneer Mill on Park Avenue which may be considered part of the east industrial corridor.

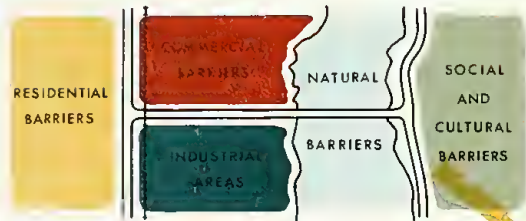
Few incompatibilities of uses occur in Edenton due to industrial locations. However, industrial uses, especially the older ones, have tended to handicap the growth of residential uses in the immediate areas. It is interesting to note that there is a definite correlation between the location of industrial land use and substandard housing in Edenton. Most substandard housing is located adjacent to industrial use areas.

# BARRIERS TO INDUSTRIAL GROWTH

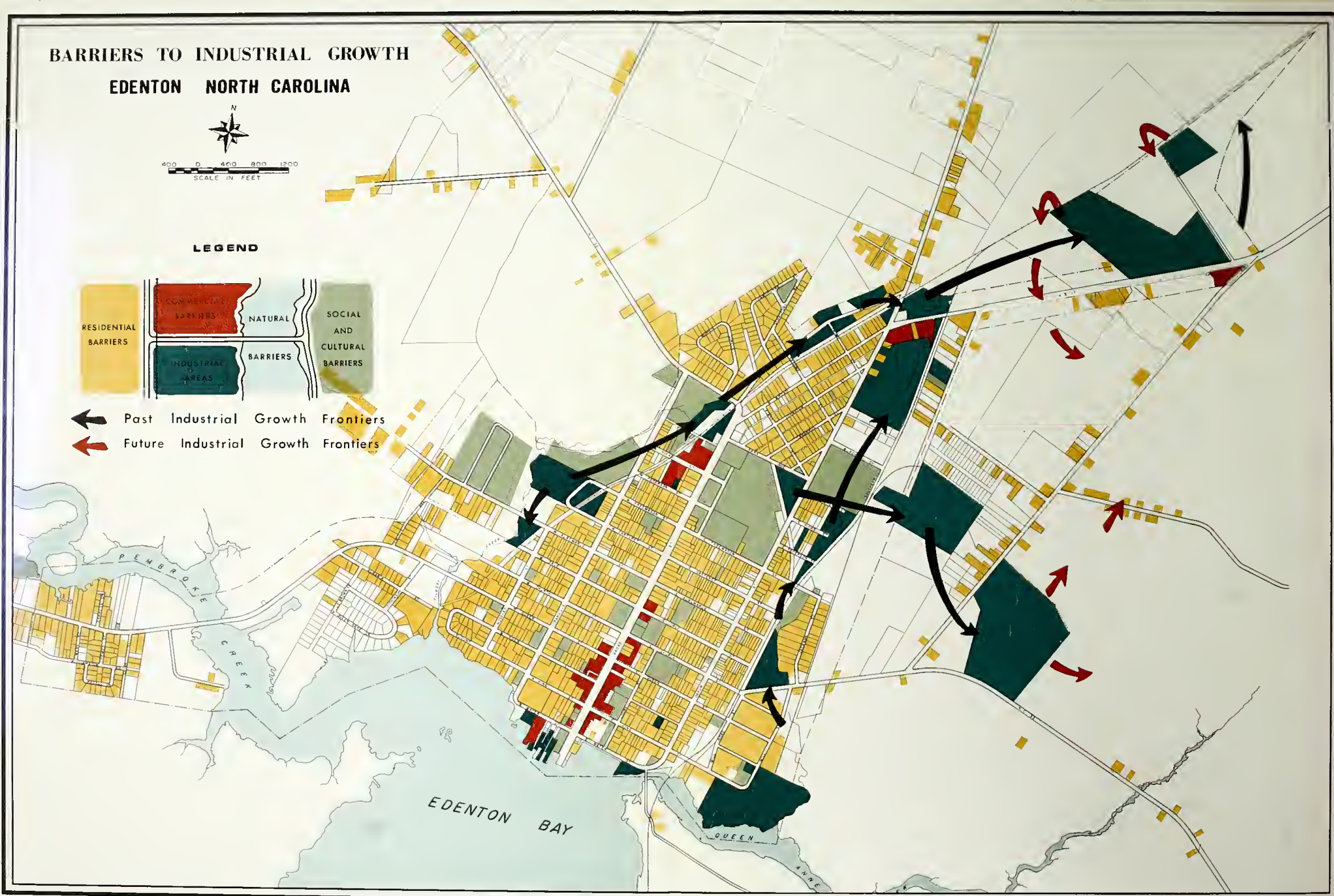
## EDENTON NORTH CAROLINA



### LEGEND



← Past Industrial Growth Frontiers  
← Future Industrial Growth Frontiers





## Recent Areas of Growth

Recent industrial development has tended to occur in areas of large open land in outlying locations. The industrial sites along U.S. Highway 17 north of Edenton is an example of this trend. Three large industrial firms have located in this area since 1959. Additional room for expansion is available in most directions. The sites have adequate rail and highway frontage, room for expansion, and sewer and water availability. Part of the area in the vicinity is located outside existing corporate limits.

### ONE-MILE FRINGE AREA

Industrially developed land in the one-mile fringe area accounts for 44 percent of all such land in the Edenton Planning area and 17.2 percent of all developed land in the one-mile fringe area. As stated above, most recent industrial growth has occurred in outlying areas, mainly outside the corporate limits. Part of the industrial complex on Highway 17, north is located just beyond corporate bounds. The Carter's Ink site on Old Hertford Road is the most recent expansion of industrial land in the one-mile fringe area. Other than these two areas, Highway 17, north and Old Hertford Road, an industrial storage area for the Chowan Veneer Company is located partly outside the corporate limits. This area is considered a portion of the east Edenton industrial corridor.<sup>15</sup>

---

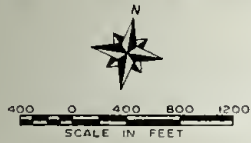
<sup>15</sup>The recent study, Towards Orderly Annexation, by the N.C. Division of Community Planning and the Edenton Planning Board and Zoning Commission, July 1967, recommends that the area along Old Hertford Road be annexed by the Town of Edenton. This would include the Chowan Veneer Company storage yards and the Carter's Ink Company site.



## FUTURE AREAS OF DEVELOPMENT

Areas of future development will be discussed more fully in the Edenton Land Development Plan. However, it is important to point out that past trends and the direction of growth indicate that industrial development will probably continue to occur to the east of Edenton; along U.S. Highway 17 north; and Old Hertford Road area.

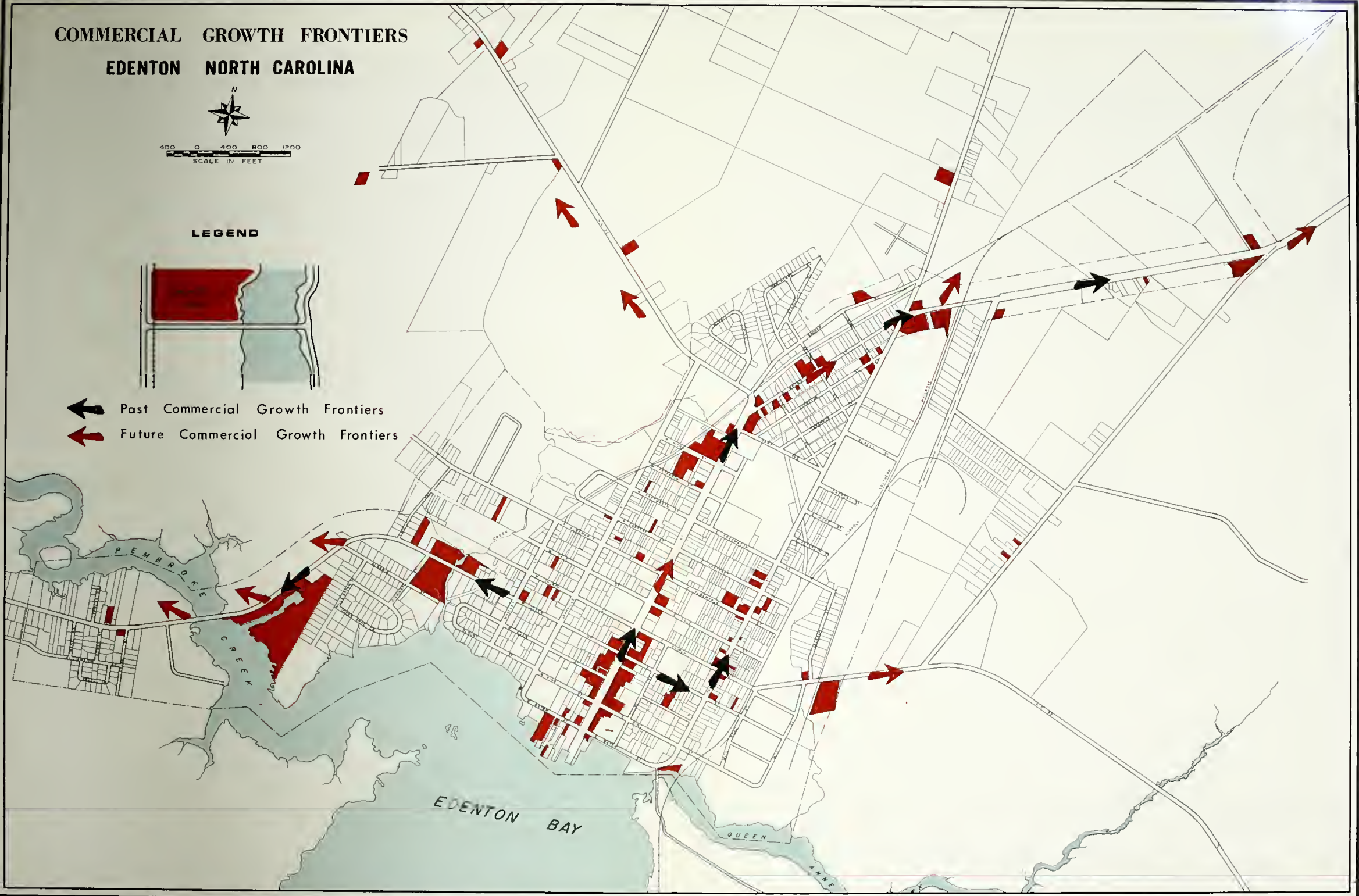
COMMERCIAL GROWTH FRONTIERS  
EDENTON NORTH CAROLINA



LEGEND



- ➡ Past Commercial Growth Frontiers
- ➡ Future Commercial Growth Frontiers



## COMMERCIAL LAND USES

Commercial uses of land include all uses devoted to the purpose of wholesale or retail trade of goods or the offering of commercial services on the premises. A summary of commercial land consumption is given below.

TABLE 11  
COMMERCIAL LAND SUMMARY  
Edenton, N. C.  
1966

CORPORATE LIMITS			ONE-MILE FRINGE AREA			TOTAL PLANNING AREA		
Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land
51	7.7	5.2	12	2.7	.2	63	5.7	.8

### CORPORATE LIMITS

Of the total amount of land in the Edenton Planning Area developed for commercial purposes, 83 percent is found within the corporate limits of the Town of Edenton. Commercial development in Edenton represents 7.7 percent of all developed land and 5.2 percent of the total land area.

### Barriers and Resultant Growth

Commercial uses are more resistant to any form of growth barrier than most other type uses. In many cases

commercial development, especially neighborhood services, is stimulated by the presence of residences or industrial concerns. However, other commercial areas, especially the Central Business District, are hindered from growth by the barriers formed by residential land uses.

Growth trends for commercial uses are likewise difficult to predict. However, neighborhood service facilities are expected to follow into future residential areas, and highway oriented businesses are expected to follow the major arterials serving the town.

An examination of the Commercial Barriers and Growth Frontiers Map reveals, to some extent, the direction in which past commercial growth in Edenton has taken and points up certain barriers to past and present commercial growth. An indication is also given as to what vacant lands will be more conducive to future commercial growth.

Commercial growth in Edenton has occurred in different areas according to the functions that each business performs.

#### Central Business District

The Central Business District is that area lying along South Broad Street between Water Street and Church Street. This district is the primary area within which most of the town's and surrounding area's retail and service functions are performed. It is also perhaps the area with the greatest development problems. Barriers to the district's growth have been tremendously great. In few instances has growth



occurred along side streets for more than a few hundred feet due to high quality and historic residential structures located in the immediate vicinity. Therefore, development has crept north along Broad Street where barriers have been somewhat less of a problem. However, beyond Church Street development for commercial use has been spotty.

Another problem to which the Central Business District has been subjected involves off-street parking and loading space. Certain important measures have been taken in recent years to alleviate this problem, but an adequate solution has not yet been found. This and other development problems of the Central Business District will be examined more closely in the Land Development Plan for Edenton.

#### North Broad Street Highway District

This area is found along Broad Street from Hicks Street north, and is primarily made up of businesses oriented to the highway traveler: restaurants, grocery stores, gasoline stations, auto sales and repair, motels, etc.

Some serious incompatibilities in mixed land uses have occurred in the area due to the increasing commercialization of a once predominately section. To compound this problem, the commercialization has been somewhat spotty and an overall cluttered and unsightly appearance is commonplace. Adequate provisions for off-street parking and loading have not been made by many of the firms located in this district.

### West Queen Street District

This district is located on West Queen Street and begins just east of Filbert Creek and extends west to within 100 feet east of Twiddy Avenue. Located here are several restaurants and wholesale establishments oriented to U.S. Highway 17. The overall appearance of the area is neat and orderly. From all indications adequate setbacks have been provided, and off-street parking and loading appears to be adequate for normal volumes of business. However, the future location of a supermarket in the area will bring about an increase in congestion and traffic noise in the area. Since this district borders residential sections of medium to high quality, every effort should be made to discourage future commercial growth here.

### Oakum Street District

Commercial development along Oakum Street occurs between East Queen Street and East Freemason Street, a five-block area. Development here is primarily of the service type: funeral homes, barber and beauty shops, neighborhood grocery stores, pool rooms, and "juke joints." Most structures housing these uses are in a severe state of deterioration as are the numerous residential structures scattered intermittantly throughout the district.

The area does definitely serve a good function for the neighborhood. However, every effort should be made to consolidate much of the district so that a more functional

arrangement of land use can be achieved. If the scattered uses in the five-block area were consolidated into a "core" area, less than three blocks would be needed to contain the development. This would eliminate many of the incompatibilities existing today.

#### Other Areas

A few other areas of commercial development have occurred in the town. However, most are isolated from other developments or are located along major arterials in such a manner that no serious problems are created by their existence.

#### ONE-MILE FRINGE AREA

Commercial development in the one-mile fringe area accounts for less than 17 percent of the total commercial usage in the Edenton Planning Area, and less than 3 percent of the developed land in the one-mile fringe area.

Neither large consumers of land for commercial development, nor concentrations of commercial uses are found within the fringe area. Most development is related to the major arterials serving the town.

## PUBLIC AND SEMI-PUBLIC LAND USES

Public and semi-public lands include a broad grouping of various land uses. Included in this category are all lands used by schools, parks, churches, cemeteries, governmental institutions (municipal building, courthouse, library, fish hatchery, etc.), and hospitals and medically related facilities. A summary of public and semi-public land consumption is given below.

TABLE 12

### PUBLIC AND SEMI-PUBLIC SUMMARY

Edenton, N. C.

1966

CORPORATE LIMITS			ONE-MILE FRINGE AREA			TOTAL PLANNING AREA		
Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land
88	13.2	9	53	12.2	.8	141	12.8	1.8

An examination of Table 4, Comparative Land Use, reveals that Edenton ranks above all other towns except Belmont, Murfreesboro and Greenville in regard to public and semi-public lands as a percent of total developed land. The three towns ranking above Edenton all have large public and semi-public consumers of land within their corporate limits.



Although Edenton ranks favorably in regard to the percentage of public and semi-public land, it ranks extremely low in regard to recreational lands. In fact, no publicly owned parks or recreational facilities are found in the entire Edenton Planning Area. This presents a most deplorable condition. A town of the size and character of Edenton should have considerable park and recreation space provided for its citizens and visitors. A more thorough discussion of these deficiencies will be undertaken in the Land Development Plan.

## RIGHTS-OF-WAY

Rights-of-way for streets, highways, and railroads are large consumers of land in all urban areas. In Edenton 16.3 percent of the total land area, and 23.9 percent of all developed land is used for rights-of-ways. A summary of Rights-of-Ways land is given below.

TABLE 13  
RIGHTS-OF-WAY  
Edenton, N. C.  
1966

CORPORATE LIMITS			ONE-MILE FRINGE AREA			TOTAL PLANNING AREA		
Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land	Acres	% Of Devel. Land	% Of Total Land
159	23.9	16.3	149	34.2	2.2	308	280	4

The above table reveals that rights-of-way are the second largest consumer of land within Edenton's corporate limits, the entire planning area, and is the largest consumer in the one-mile fringe area.

A detailed discussion of various problems connected with Edenton's thoroughfares will be dealt with in the Land Development Plan. Traffic volumes, thoroughfare functions, and related problems will also be discussed.

## VACANT LANDS

Vacant and open land include all parcels or lots of land not used for urban development. This category includes farm land, pastures, swamps, forests, etc. A summary of vacant land is given below.

TABLE 14  
VACANT LAND SUMMARY  
Edenton, N. C.  
1966

CORPORATE LIMITS		ONE-MILE FRINGE AREA		TOTAL PLANNING AREA	
Acres	% Of Total Land	Acres	% Of Total Land	Acres	% Of Total Land
311	31.9	6,353	93.5	6,664	85.8

By examining Table 4, Comparative Land Use, it can be noted that the Town of Edenton has the lowest percentage of total land vacant of any of the other towns in the table. By examining the Land Use Map, it can be seen that the areal distribution of vacant land within the corporate limits is extremely scattered throughout the fringe areas and much of this land is unsuitable for development due to drainage patterns or various land use barriers already discussed.

Vacant land within the one-mile fringe area is plentiful and represents 93.5 percent of the total land area. Care should be taken through the use of the Land Development Plan to insure that barriers to the residential and industrial growth frontiers are not constructed so as to block future orderly growth on these vacant lands.





# LAND DEVELOPMENT PLAN





## INTRODUCTION

### PURPOSE

The Edenton Land Development Plan is a general guide for the future decisions and actions that affect the physical development of the community. In form it is a series of statements and precepts, representing the community choices and decisions as to the space needs for various activities and the interrelationship of land uses.

The plan's basic purpose is twofold: first, to coordinate decision making at both public and private levels to achieve a healthful and balanced environment; and second, to provide a basis for intelligent discussion by the public and its elected representatives on the future development of Edenton. Not only does the Development Plan identify the best location for commercial and industrial activities and provide the basis for ensuring that this land will be available when needed, but it is the vehicle by which the total environment might be improved to enhance the community's position for industrial development and commercial expansion.

Also, the plan's "community" orientation does not exclude benefits to individual residents and entrepreneurs. In addition to identifying best locations for activities and recommending standards to be followed in individual land development, it provides the individual citizen with a picture of what might be expected in the future and removes

some of the uncertainties of individual planning by promulgating the intentions of the governing body in influencing the development of the planning area.

#### SCOPE

The Land Development Plan, along with the Population and Economy and Land Use Survey and Analysis studies, is an introductory type study. Out of necessity this study is somewhat generalized in nature; it cannot go into the detail in which neighborhood analyses, central business district studies, origin and destination traffic studies and industrial site surveys do. However, such specialized studies should always be preceded by a land development plan, in order that a generalized overall picture of the present and future development patterns, problems and remedial solutions can be used to relate the special studies to one another.

#### OBJECTIVES

There are several basic reasons for the Town of Edenton to have a land development plan. The most significant reason is to promote orderly growth, since mixture of incompatible land uses can often have a serious effect upon all concerned: the residents, industry, business firms, and local government. For example, should the town desire to receive maximum utilization of community facilities with a minimum amount of capital expenditures, it seems more reasonable for industrial uses to be grouped into certain areas and residential



uses in another. Therefore, the plan points out the highest and best uses of land, i.e., what type of development is best suited for a particular area. The plan also compensates for certain deficiencies that were pointed out in the Land Use Survey and Analysis section, i.e., recreation needs.

The planning of future thoroughfares is also of concern in the Land Development Plan. A more effective transportation system can be developed when it is based on the anticipated population densities and land uses. Acquisition of future rights-of-way can take place today at a lesser cost than twenty years hence.

A contingent objective of the plan is to provide the Edenton Planning and Zoning Board with guidelines for a future zoning ordinance, since zoning is one of the more important tools available to the town for implementing the development plan.

#### ASSUMPTIONS

For the Edenton Land Development Plan to be effective, it must be based on certain logical assumptions. The Edenton plan is based upon the following general assumptions:

1. that the entire area within the town will be within reasonable access to public sewer and water systems and the area outside of town, except industrial areas, will be serviced by septic tank and individual walls;
2. that the future growth of Edenton will develop in accordance with the projections made in the population and economic study;

3. that the town will soon enter into a redevelopment program and public housing program;
4. that the town will undertake a park and recreation program with an active land acquisition program (this program could be coordinated with the redevelopment and housing programs);
5. that the town will undertake a thoroughfare program to acquire future rights-of-way;
6. that the town will adopt and fairly enforce a zoning ordinance, subdivision regulations, and housing and building codes;
7. that the town will undertake a stream basin conservation program.

## SPACE AND LOCATIONAL REQUIREMENTS

In order to create an environment in which the purpose and objectives of this plan can be achieved, care must be taken to ensure that sufficient space is provided for each necessary or desired activity. Once space needs have been established, it becomes necessary to find the best land for various uses.

### LOCATIONAL CRITERIA

The following criteria have been established to aid in the selection of land for various use activities.

#### Residential Development

1. Residential neighborhoods should have definite boundaries that separate housing from incompatible surrounding land uses. Residential development adjacent to railroads, commercial, or industrial development, is generally more susceptible to deterioration than large, well-placed areas and it is in general, less desirable for living purposes.
2. In cases where business and industrial uses border residential areas, buffer strips should be provided. Mixed uses, including home occupations should be kept to a minimum.
3. Future high and medium density residential development should be encouraged only in areas served by public water supply and sanitary sewer systems. Isolated "pockets" of development that cannot be provided with all community facilities should be discouraged.
4. Existing residential uses should be a consideration in determining the location of future residential development. However, development should occur where lot sizes are large enough to prevent further overcrowding.

5. Residential areas should be adjacent to or have access to major or collector streets. This is especially true in medium or high density residential developments. However, to assure safety and enhance the residential environment, "local" streets should be designed to discourage the movement of through or cross-town traffic.
6. Residential area locations should be well drained and free from the danger of flooding. Soil conditions should be suitable for residential development. Bearing strengths should be adequate, shrink-swell potential should be low, and suitability for streets and utilities should be high. In some cases special type building foundations may compensate for soil deficiencies and flood dangers.

Institutional Development (such as hospital, rest homes and schools)

1. In general, institutional development should be segregated from other types of land uses. However, institutional uses do not suffer as greatly from mixed land uses as do residential uses.
2. Institutional uses should be in an area where sufficient off-street parking and loading spaces can be provided.
3. Institutional uses should be protected from noise, dirt, fumes and unsightliness often-times caused by commercial and industrial activities.
4. All institutional uses should be located within an area served by public water and sanitary sewer systems, and in areas where fire protection is sufficient.
5. Institutional uses should be grouped together to form a "park-like" setting wherever possible. Uses should complement each other. For example, physicians offices are well located near hospitals.
6. Surroundings should be quiet and aesthetically pleasing. Open space and public areas should be included in institutional areas, especially where hospitals are concerned.

## Commercial Development

1. Most future commercial development should occur within the present Central Business District. The entire Central Business District should be oriented north-south along Broad Street, rather than east-west.
2. Commercial uses, other than a limited amount of neighborhood oriented businesses, should not be allowed to occur within residential neighborhoods.
3. Nearby or on-site off-street parking and loading facilities should serve all types of commercial development. Convenient access to both major traffic arteries and shopping areas should be considered in planning off-street parking and loading facilities.
4. Nearby noncommercial uses should be protected from noise, dust, fumes and unsightliness often-times caused by commercial activities by applying strict control over location of commercial uses and advertising signs.
5. Highway business areas should be located on major thoroughfares with controlled ingress and egress points well-located. These uses should be located in clusters with access controlled by means of service roads or other devices to limit the number of curb cuts and access drives.
6. Open space and public areas should be included in commercial districts.
7. Neighborhood business should be located at intersections of major or collector thoroughfares, but never on local or distributor streets. These uses should be strictly controlled and should not be located in areas where the activity will be nonbeneficial to the surrounding development.
8. All commercial development should be located within areas served by public water and sanitary sewer systems and in areas where fire protection is sufficient.



### Industrial Development

1. No land should be used for industrial purposes if it is located in areas where noise, smoke, odor, dust and dirt, noxious gases, glare and heat, fire hazards, industrial wastes, traffic, aesthetics, or psychological effects will endanger the uses of nearby areas.
2. All industrial development should be located in areas served or easily served by public water and sanitary sewer service, and areas with adequate fire protection.
3. Industrial development should be separated from other land uses by using buffer areas or transitional uses that have compatible activities.
4. Industrial development should occur adjacent to major transportation facilities such as railroads and major thoroughfares, preferably with highway frontage and rail lines to the rear of sites.
5. Industrial sites should be large enough to provide sufficient space for off-street parking and loading, expansion, and grounds landscaping. Land subdivided into small holdings is not suitable. Parcels should have at least 1,000 foot frontage on major highways and have a minimum depth of 600 feet.
6. Sites must be well drained and above any known flood limits.
7. Sites should have no objectionable easements crossing them.

### Public and Semi-Public

Locational criteria for public and semi-public use varies according to the type of use planned. For example, park and recreational uses would have differing requirements than would library sites, fire stations, hospitals, etc. Since the plan does not contemplate new fire stations, schools, etc. within the 20 year planning period and is

primarily concerned with park and recreational uses, the locational criteria for such are listed below.

1. In many cases land that is not suited for buildings due to poor soil characteristics and periodic flooding should be developed for conservation and recreational uses.
2. Recreational facilities and conservation areas could be integrated with other land uses or used as buffers between two noncompatible uses to protect property rights, enhance property values, and create a pleasing aesthetic environment.
3. Large developed recreational areas should be provided with easy access to as many people as possible.
4. A playground or playfield should be located with  $\frac{1}{4}$  to  $\frac{1}{2}$  mile (walking distance) of all residential areas.
5. A community park and center should be located within 1 to  $1\frac{1}{2}$  mile (driving distance) of all residential areas.
6. A district or town park should be located within 2 miles of all residential areas.
7. Wherever possible, parks should be built around significant natural resources and existing manmade facilities that lend themselves to recreational development. These resources and facilities include:
  - a. bays and rivers and other water resources;
  - b. areas with significant amounts of tree coverage and other vegetation; and
  - c. historical sites or structures.

#### SPACE NEEDS AND REQUIREMENTS

Space needs and requirements are based upon two principles: that enough land will be reserved through the Land Development Plan to meet the requirements of expected land

use needs for the planning period and that enough land will be designated through the Land Development Plan to correct existing deficiencies in land use patterns.

An analysis of present and future land use needs is obtained through the Population and Economy and Land Use Survey and Analysis reports. According to the population and economy study the 1986 population of Edenton will be 5,010, (6,398 for total Planning Area) an increase of only 10 percent over the present population. This projection represents a fairly steady but low rate of growth during the planning period.

For 1986 the expected population in the Edenton Planning Area is 6,398 people, 668 persons more than the estimated 1966 population. In order to satisfy the demands of this population for housing, commercial goods and services, recreation, transportation, etc., an allowance must be made for the amount of land that will be needed for each land use by 1986.

Several assumptions regarding space requirements must be stated at this point.

1. The future land use needs will remain proportionate to any population increase.
2. The amount of land being used for each land use classification reflects the maximum commercial, housing, transportation, etc. needs of the present population.

Based on the preceeding assumptions, the land use survey, and population and economy study, a method of arithmetic

tic proportions has been used to determine the amount of land that will be required to satisfy the various demands of the projected population.

#### Residential Needs

In 1960 Edenton had an average population to dwelling ratio of 3.39:1. By 1986, if the Edenton population is increased by 668 persons over 1966 as projected, and if the number of persons per dwelling unit remains constant, the total number of dwelling units should increase by 197. Assuming that new structures will be developed in conformance with the density range as suggested in the Land Development Plan, the average lot size, considering open space and right-of-way requirements, will be one-half acre per dwelling unit. Therefore, approximately 99 acres will need to be planned to accommodate the expanded population.

Additional land for site choice should be considered also. In this instance five times the need is considered liberal for additional site selection, bringing the total amount of land needed for new residential building, including existing residential land, to 1,018 acres.

#### Commercial Needs

In accord with the residential expansion expected by 1986, a similar expansion will occur in commercial uses to satisfy the demand of the projected population. The present commercial acreage amounts to approximately 63 acres. By

1986, if the population increases by 668 persons, then 70.4 total commercial acreage will be required. This figure represents an additional 7.4 acres. This was calculated by assuming that a population increase will bring about a demand for commercial expansion in direct proportion to the increase, e.g., 5,730 people presently use 63 acres; therefore, 6,398 people (the projected 1986 population) will require 70.4 acres.

However, this assumes that all additional commercial expansion will require about the same site size as presently is used. Since most future commercial development will probably demand larger sites than is demanded today, due to off-street parking requirements, etc., the 7.4 projected acres is increased by one and one-half times ( $1\frac{1}{2}$  being the "site size factor"). This method yields a total additional requirement of eleven acres over the present amount.

Certainly some increase in commercial expansion will occur totally unrelated to the population growth. The Route 17 Bypass will be a factor in increasing commercial land use demands. Space will be needed at well selected points to accommodate the motoring public, e.g., restaurants, motels and service stations. For this reason, an additional five acres has been added to the calculated demand of eleven, bringing the total to sixteen acres. This five acres allotted for bypass oriented commercial uses may be somewhat low. However, the flexibility built into the Land Development Plan allows for additional future sites should the need occur.



Also included in the calculations is a "site choice" factor. This was arrived at by doubling 7.4 acres, the projected need before figuring "site size" factor. In this case the "site choice factor" was two. The five acres of highway oriented commercial land was not used in the calculation due to the less number of possible sites on a limited access highway.

Therefore, all things considered, a total need of 94 acres is projected, 31 acres in excess of today's use.

#### Industrial Needs

The Edenton Planning Area today contains 169 acres in industrial use. A projection of this figure based on a population increase, would have little meaning since there is no explicit relationship between population and industrial land use.

The projection for Edenton is therefore based upon the assumptions of the Edenton Population and Economy Study, and the policy of the Chowan-Edenton Chamber of Commerce. This assumption is that one new industry will be added every two years during the planning period. This would mean a total of ten new firms. An ideal site size, 1000' X 1000' or 23 acres, was used in calculating space requirements. Therefore, an additional 230 acres will be needed by 1986.

No allowance is made in projecting industrial needs for additional site choice. It is felt that sufficient land is available at the Municipal Airport, outside the planning area, to accommodate site choice demands.

### Recreational Needs

The only rationale available for establishing future recreation acreage is national standard and population projections. Using Edenton's projected population and National Recreation and Park Association minimum standards of 10 acres of park or recreation area for every 1,000 persons, it is found that the town should provide about 50 acres of space for such uses prior to 1986. If the entire planning area is considered, a total need of 64 acres will exist by 1986.

Excluding school playgrounds, the town presently provides few public recreational areas.

### Conservation Needs

Little needs to be said about conservation requirements in the Edenton area. Any explicit acreage figure would be irrelevant. The amount of land should be based on the previously stated needs in the Land Use Survey and Analysis.

## LAND USE PROPOSALS

### INTRODUCTION

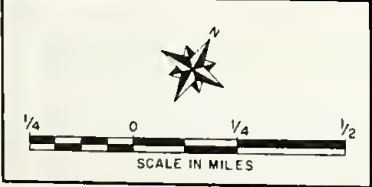
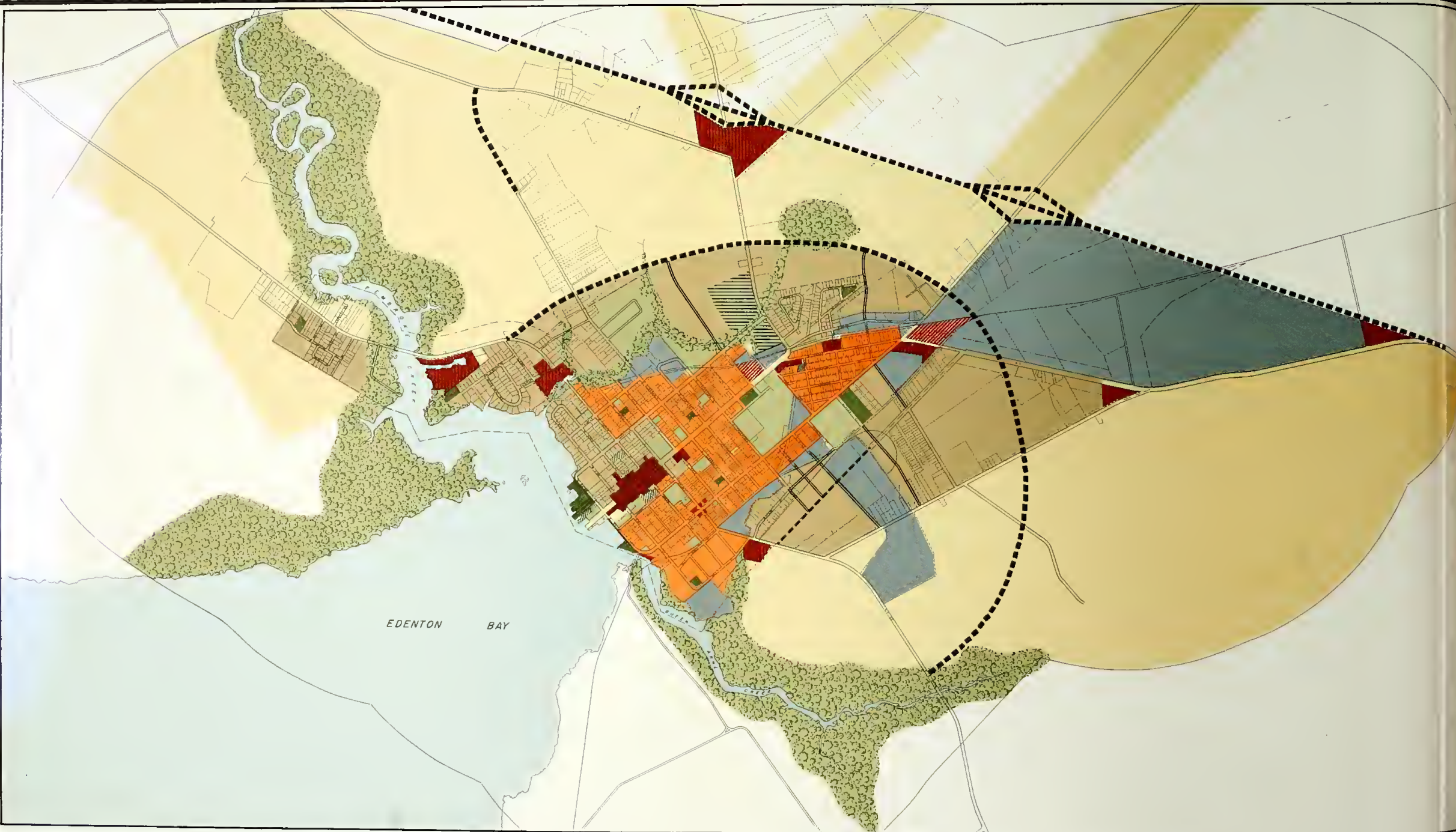
The proposals set forth in the following sections are shown on the Land Development Plan Map. Each proposal has been considered based upon information derived from the Population and Economic Study and the Land Use Survey and Analysis section, and upon the assumptions and requirements stated in the introduction to this report.

### COMMERCIAL USE PROPOSALS

Commercial use proposals are grouped into four distinct categories: central business district outlying business districts highway business areas and neighborhood business areas.

#### Central Business District

The successful development of the Central Business District is necessary for the realization of both economic and environmental goals of the community. For economic reasons the area needs to be strengthened to increase its market and function as a trade center for the surrounding region. For environmental reasons the central district needs to be strengthened to better serve the population of the town. The district should be functional, convenient, attractive and exciting so that more people, including future tourists, will be stimulated to shop there. Merchants would then be



# EDENTON NORTH CAROLINA

1988 - 1987 LAND DEVELOPMENT PLAN		
RESIDENTIAL Low Density	COMMERCIAL Central Business District	PUBLIC & SEMIPUBLIC Recreational Areas
RESIDENTIAL Medium Density	COMMERCIAL Neighborhood Business	PUBLIC & SEMIPUBLIC Off Street Parking
RESIDENTIAL High Density	COMMERCIAL Highway Business	PUBLIC & SEMIPUBLIC Other Social & Cultural Areas
FLOOD CONSERVATIVE AREAS	COMMERCIAL Shopping Centers	MEDICAL ARTS
	INDUSTRIAL	PROPOSED RIGHTS-OF-WAY





motivated to offer greater variety and create more vitality in the area.

Presently the Central Business District encompasses a relatively small area and is primarily oriented along Broad Street between Church and Water Streets.

As pointed out in the Land Use Analysis section, the central district is the primary area where most of the town and surrounding region's retail and service functions are performed. It is also perhaps the commercial district with the greatest development problems. Barriers to the district's growth have been great, and in a few instances development has occurred along peripheral streets for no more than a few hundred feet only to be faced with high quality and historic residential structures located in the immediate vicinity. Recent commercial development has advanced north along Broad Street because existing development barriers have been somewhat less a problem on this side of the central business district.

#### Problems

The Central Business District of Edenton presently has four major problems which deserve attention:

1. the lack of sufficient off-street parking and loading facilities;
2. the encroachment into the adjoining residential areas;
3. the general aesthetic qualities need improving, especially the rears of stores;



4. the lack of space for expansion; and
5. some incompatible mixtures of land use.

#### Proposals for the Central Business District

1. Increase off-street parking facilities where shown on the land use plan. This would give a ratio of approximately one square foot of off-street parking space per three square feet of retail space. Shown on the plan is an area west of Court Street and south of Queen Street. This area is a logical extension of the present lot directly behind the courthouse and Broad Street retail stores. The importance of proper landscaping cannot be overemphasized.
2. Define the Central Business District through the use of zoning measures.
3. With the completion of the off-street parking plan, the backs of stores should be improved so that rear entrances can become as important to the shopper as the Broad Street entrances. Landscaping projects should be encouraged for parking facilities and street areas. Consideration and study of the feasibility of converting that section of Broad Street between Queen and Water Streets into a "mall" or "plaza" should be undertaken by merchants and town officials.
4. Better space utilization methods should be encouraged. This could be accomplished through removal and discouragement of large space uses from the area, such as supermarkets and auto sales and service. Also, consideration should be given to orienting growth "upward." Second and third floors of existing structures may be utilized more fully in the future.

#### Outlying Business District

Outlying Business Districts, or shopping centers as oftentimes called, serve nearly the same purposes as the central business district, except usually on a smaller scale. Such commercial centers are commonly developed on large

tracts of land and surrounded by acres of on-site parking. Although all uses found in the central business district are not encouraged in shopping centers, many comparable uses are suggested. The major difference is that major land consumers should be found in the outlying districts while on the other hand, smaller, more compact uses, so far as area coverage is concerned, should locate in the central business district.

In the event that the Central Business District of Edenton fails to develop as recommended in the Plan, an outlying business district may be needed to satisfy the demands of area shoppers. Such a center is proposed for the northeast quadrant of the intersection of Old Mexico Road (Oakem St. Extension) and North Broad Street.

#### Highway Business Areas

Highway Business Districts are those areas designated on the Edenton Development Plan to serve commercial functions oriented primarily to motoring shoppers, including a wide range of uses. Most such users require large acreage and access to high volume highway arteries due to the bulk of the goods sold or the nature of services offered. Such uses might include; automotive sales and services; tractor and farm implement sales and services; motels and restaurants; etc.

Presently, the Edenton Planning Area has six highway business use districts which are shown to be continued in

the plan. Several of these areas have been expanded and in one instance, an area has been consolidated to prevent further spread of commercial use into residential areas. Two additional highway commercial areas are proposed in the plan, both oriented to Route U.S. 17 Bypass.

Extreme caution should be exercised by all concerned to insure that proper development practices are followed in all highway business districts, as "stripping" of thoroughfares with commercial development leads to "arterial thrombosis." Areas creating heavy traffic volumes should provide access roads or lanes to insure proper ingress and egress to the highway facility.

#### Neighborhood Commercial Areas

Neighborhood districts are those commercial areas oriented to convenience shoppers, usually living within walking distance or short driving distance to the facility. Such areas are intended to serve neighborhood residents with areas for low-volume sales of goods on a convenient basis. Such commercial areas do not necessarily need high-volume highway access and may include specialty shops, beauty shops, small grocery stores, etc. Reflected in the plan are two existing areas for such uses.

In small towns, such as Edenton, delineation of such neighborhood areas is difficult, and it is doubtful if a great need is present for neighborhood facilities as such. Other commercial areas may serve the same purposes. Needs

of this type are difficult to protect accurately since additional neighborhood commercial needs are contingent upon the amount and area of future residential growth. The demand for neighborhood commercial areas will probably not be great during the planning period.

#### INDUSTRIAL USE PROPOSALS

The proposals set forth in this section deal with the designation of future areas for industrial development. Industrial uses include both manufacturing and storage or warehousing facilities. In this plan, two types of industrial uses are included. The "principal industrial district" represents the more recently developed area in North Edenton. It is within the "principal" district that most all new industrial location and expansion should occur.

The "secondary industrial" district is the area occupied by older Edenton industries. These areas, for the most part, are not now the ideal location for industry. However, they make up an extremely important part of the economic structure of Edenton, and it is felt that any attempt to disregard these areas due to sound land use planning principles would prove foolish. Therefore, all existing industrial uses are reflected in the plan as being located in a secondary industrial district. It is not suggested that additional new industry locate in these areas. However, existing industry may expand within.

### Principal Industrial District

The chief area for future industrial expansion is the extensive tract of land lying in the triangle formed by U.S. 17, proposed U.S. 17 Bypass and Oakum Street extension. Two areas of commercial development also share space here.

The "Industrial Triangle" represents an expansion of an existing "Industrial Park" in the vicinity. The Triangle possesses excellent potential for future development, in that it abuts two major arterials and it is traversed by a main line railroad, rendering most properties accessible to both major highway and rail frontage. Land is available also for those industrial concerns which may wish to attain location away from major highways via Oakum Street extension.

The extension of sewer and water into most of this area is feasible. Existing pumping stations in the area make possible the extension of sanitary sewer facilities for one-mile beyond their present terminus. This would easily include all of the proposed industrial district. Public water and sanitary sewer facilities are presently available in the southern portion of the industrial district. Exact engineering of future public facilities will depend upon the specific sites developed.

The Industrial Triangle is considered suitable to accommodate most light and certain heavy or "offensive" industries. However, soil conditions may present certain drawbacks for those structures requiring great soil bearing strengths.



## Secondary Industrial Districts

During the twenty year planning period, it is felt that most existing industrial enterprises will continue to function and possibly expand; the Land Development Plan reflects most existing industrial manufacturing and wholesaling uses in existence today. These are reflected as secondary districts. However, should a use in the district be discontinued, removal of these industrial sites from the plan should be considered when the plan is updated at five year intervals.

Outside of existing secondary industrial districts, one area is proposed as a future secondary industrial district. That district is found north of the proposed east Gale Street extension, east of the Norfolk Southern Railway mainline, and south of the proposed Blades Street extension. This tract represents an extension of a present industrial storage use in the area and meets the present site of Carter's Ink Company plant.

Although not shown on the plan, the area adjacent to the Carter's Ink site could provide future industrial space. However, the Planning Board recommends that development not occur in this section except in the case where adequate land is not available in the Industrial Triangle.

## RESIDENTIAL USE AREAS

The largest future use of land will be for residential development. Residential proposals are grouped into three

various categories based primarily on densities. The basis for the variation in density was brought out in the Land Use Survey and Analysis section.

#### High Density Residential Area

High Density Residential uses are planned to be concentrated to the east of Broad Street and to the west of the Norfolk Southern Railway mainline. These uses extend to the west of Broad Street in the northern portion of town. It is within this portion of the community that most of the present substandard housing exists.

This district has nearly reached its full development potential. In fact, this district should be considered a prime area for redevelopment, including concentrated housing code enforcement.

It is recommended that future densities in the high density district be no greater than six dwelling units per acre. This would mean a minimum lot area of 7,000 square feet.

It is further recommended that both single family and multi-family dwelling units, along with approved mobile home parks be permitted uses in this district.

#### Medium Density Residential

The area recommended for future development for medium density residential development is confined to that area enclosed by the proposed circumferential highway, excluding the high density portion. In this district it is recommended that densities be no greater than 3 dwelling units per acre.

This would mean a minimum lot area of about 13,500 square feet.

The present development in this district ranges from 2 to 4 dwelling units per acre and has lot size averages per block ranging from 10,454 square feet to 21,780 square feet.

It is further recommended that only single family and duplex type dwellings be allowed in this district.

#### Low Density Residential District

The area recommended for future development as low density residential development includes primarily those areas along major arteries serving Edenton, and located outside the proposed circumferential highway. Within the present corporate confines of Edenton, little such development has occurred.

All residential districts which are not now served or programmed to be served, by public sanitary sewer and water facilities are included in this district, and most of the district is outside the corporate limits of the town.

In this district it is recommended that densities be no greater than 2 dwelling units per acre, meaning a minimum lot size of approximately 20,000 square feet, the same size required by FHA or VA for loan insurance approval when development is not served by public sanitary sewer and water facilities. Only single-family residences should be allowed in this district.

## CONSERVATION - FLOOD AREAS

The Edenton Land Use Survey and Analysis points out in the section on "Drainage" the problems involving drainage basins within the Edenton Planning Area. It is pointed out that the removal of protective vegetation by construction exposes the land to erosion, and the subsequent replacement of the surface of the land with roofs, streets, and parking lots, may compound existing flood possibilities. These urbanization processes result in increased downstream flood water and sediment damages, as more storm water runoff is reaching the drainage system faster.

Despite an effort by the Town to reduce the possibilities of the flooding of drainageways (the enlargement of culverts, etc.), encroachment on the flood plains has taken place much faster than flood-protection measures have been taken. The result thus far is that flood possibilities have been steadily increasing in Edenton, and pressures for development along Pembroke and Filbert Creek will compound this problem.

### Methods of Reducing Flood Damages

Many different methods are available for reducing flood damages. Some of the more common, and costly, are listed below:

- 1) storing water in reservoirs for gradual release after the threat of flooding has passed;

- 2) improving flow conditions by channel improvement so that flood stages can be reduced;
- 3) reducing the rate of runoff from lands by watershed treatment; and
- 4) confining the stream to a definite course by building levees.

The above methods are more often used in areas where heavy encroachment has occurred on the flood plain, or in areas where future plans call for extensive use of the flood plain. The first and last of the above mentioned measures are neither feasible nor practical in Edenton, for obvious reasons. However, channel improvements are scheduled now by the U.S. Army Corps of Engineers for Filbert Creek. The reduction of the rate of surface runoff is possible through proper watershed management.

#### New Approaches for Reducing Damages

The application of control over the use of land lying adjacent to the stream through the planned development and management of flood-hazard areas is one of the most recent approaches taken by flood plain conservationists. "While flood-plain areas can probably never be considered flood-free, planning will allow selection of a flood risk according to the type of development desired."<sup>16</sup>

---

<sup>16</sup>"Guidelines for Reducing Flood Damages," U.S. Army Corps of Engineers, Army-MRC, Vicksburg, Miss., May 1967.



## Recommendations for Edenton

It is recommended that Edenton take the following measures to reduce flood damages.

### Channel Improvements

The flow of drainageways can be reduced by improving the flow within the channel and by increasing the stream's carrying capacity. The following channel improvements methods could be utilized:

- 1) lining small drainageways with concrete to increase efficiency;
- 2) deepening or widening to increase size of waterway;
- 3) clearing to remove brush, trees, and other obstructions; and
- 4) straightening to remove undesirable bendways.

### Watershed Treatment

Watershed treatment involves the treatment of lands to render the soil more capable of absorbing and retaining some of the excessive rainfall. This type of method is generally applied to small areas, and is difficult to implement in urbanized areas. The following methods could possible be utilized in Edenton:

- 1) selective planting or reforestation along streams;
- 2) construction of terraces; and
- 3) maintain forestways along stream basins.

### Designated Floodway and Encroachment Lines

It is recommended that "floodway and encroachment lines" be established in Edenton.<sup>17</sup> The Land Development Plan Map shows schematically such lines along Pembroke, Queen Anne and Filbert Creek. However, these lines (except in the case of Filbert Creek) are not based upon flood plain studies and should by no means be considered the legal limits if such "floodway and encroachment lines" are adopted.

### Zoning Measures

Designated floodways may be zoned for the purpose of passing floodwaters and for other limited uses that do not conflict with that primary purpose. The ordinance may also include the designation of elevations below which certain types of development cannot be constructed.

### Subdivision Regulation Methods

Subdivision regulations provide an excellent means of controlling construction in presently undeveloped flood plain areas. They may designate requirements on the size of lots in floodways, elevation of land, floodway widths and size, maximum pavement areas, and certain other requirements as adequate waterway or culvert openings, bridge clearance, and roadway clearance above floodflows.

---

<sup>17</sup> A floodway is the area of channel and those portions of the flood plains adjoining the channel which are reasonable required to carry floodwaters. Encroachment lines are the lateral boundaries of the floodway and are on each side of the stream. No construction or land filling should be permitted between these lines if these works will interfere with the floodwaters.

### Other Measures

Flood damages can also be reduced by other measures. Building codes may stipulate various structural requirements if structures are to be placed in flood plain areas. Flood proofing measures may be taken to insure safety. This method is a combination of structural changes and adjustments to properties primarily for the reductions of flood damages.<sup>18</sup>

---

<sup>18</sup> For further information on "Flood Proofing" see Introduction to Flood Proofing by John R. Sheaffer, The Center for Urban Studies, University of Chicago, Chicago, Ill., 1967.

## PUBLIC AND SEMI-PUBLIC PROPOSALS

### RECREATION PROPOSALS

It is recommended that the guidelines below be adopted in developing a parkland acquisition program for the town, and further recommended that the Town Council request the Planning Commission to conduct a special study to determine where future parks should be located.

TABLE 15  
PARK GUIDELINES  
Edenton, N. C.

Type Facility Needed	Number of Sites Needed During Planning Period	Site Size	Total Acres
Neighborhood Playfields	8	$\frac{1}{2}$ to 1 acre	4 - 8
Small Community Centers	2	4 to 8 acres	8 - 16
Town Parks	2	15 acres	30
Waterfront Park*	1	Variable (over 5 acres)	5+
			<hr/> 47 - 59+

\* May be developed as one of two "Town Parks."

#### Waterfront Park

Proposed in the Land Development Plan is a town-wide waterfront park and recreation area. This park would serve tourists as well as townspeople; the later development of a

public marina would do much to attract the motorboating tourist. In addition to a marina, an outdoor waterfront theatre could be developed to further Edenton Little Theatre and other local productions.

It is recommended that the Town consider purchasing long term options on the property involved, so that when the land is available the Town might acquire it.

Recreational facilities should be located on a neighborhood or community basis. Since land is unavailable in the areas where need is greatest, it is recommended that locations be arranged as land becomes available, either through a housing code compliance program, urban renewal, etc. Future sites may be obtained through developer dedication and requirements in the subdivision regulations should stipulate so.

#### Neighborhood Playfields

Neighborhood playfields are small areas of open space designed to serve a district within walking distance. Such facilities should be equipped with benches and a variety of playground equipment, i.e., swings, horseshoe pitching areas, slides, sandboxes, etc. These playfields should be properly designed, landscaped and fenced. Edenton will need eight such facilities by 1986, each ranging in size from  $\frac{1}{2}$  to 1 acre.



### Community Center

The community center facility proposed would be somewhat similar to the existing facility adjacent to Holmes High School, except more extensively equipped. The same type facilities as the neighborhood playfield would be provided. In addition, such facilities as a building for meetings and indoor activities, tennis courts, swimming pool, and softball fields could also be provided. One center proposed may be built in conjunction with public housing. Edenton should have two such facilities by 1986.

### Town Parks

It is recommended that the town parks proposed be of such nature as to provide for a passive type recreation, as well as the active. The waterfront park proposed could serve as one of the Town Parks. The other may be developed in conjunction with a community center and public housing.

### LIBRARY PROPOSAL

The present library is more than adequate for Edenton and Chowan County in regard to future needs. A small off-street parking area could possibly be provided on a well landscaped site east of the structure and south of the Cupola House and its site. However, should the use of this area prove unfeasible due to the enlargement of the Cupola House grounds, it is recommended that an area to the west of the library or the rear of the Municipal Building be developed for library parking.

## HOSPITAL SITE PROPOSAL

The site selected for the development of the new Chowan County Hospital is well placed. The only recommendation to be made in regard to the site involves access. It is recommended that sufficient land be acquired by the hospital in order that the site will run continuously from Route N.C. 32 to the proposed extension of West Hicks Street, thereby insuring access to the site by three means; Route N.C. 32, Granville Street, and Hicks Street. If ownership of land abutting these streets is in the hands of the hospital, much will be accomplished in insuring an aesthetic and pleasing hospital site.

TABLE 16  
LAND USE ACREAGE  
Edenton, N. C.

1966

	<u>Residential</u>	<u>Industrial</u>	<u>Commercial</u>	<u>Public &amp; Semipublic</u>	<u>Rights-of-Way</u>	<u>Flood Plain Conservation</u>	<u>Vacant</u>	<u>Total</u>
Present Use	419	169	63	141 <sup>g</sup>	308	0	6664	7764
Add. Future Needs	99 <sup>a</sup>	230 <sup>c</sup>	16 <sup>e</sup>	219 <sup>h</sup>	244 <sup>i</sup>	948	1787	
Add. for Site Choice	500 <sup>b</sup>	0 <sup>d</sup>	15 <sup>f</sup>	0	0	0	0	
TOTAL FUTURE NEEDS	1018	399	94	360	552	948	1787	
Plan Shows Pres- ent Uses Re- flected	419	169	63	141	308	0	1787	2887
Add. Proposed Uses	3152	283	31	219	244	948	0	4877
TOTAL SHOWN	3571	452	94	360	552	948	1787	7764
EXCESS	2533	53	0	0	0	0		

<sup>a</sup>197 dwelling units will be needed to accommodate a population increase of 668 persons as projected for the 20 year planning period (1966-1986) figured at 3.39 persons per dwelling unit (1960 ratio). Using a minimum lot size of 20,000 sq. ft. per building lot (present trend) plus 10% for rights-of-way and open space yields, 22,000 sq. ft. per dwelling unit or approximately  $\frac{1}{2}$  acre per dwelling unit giving a total of 99 acres of new residential land needed.

<sup>b</sup>Five times the projected need.

<sup>c</sup>This is added on the assumption stated in the Population & Economy study that one new industry will be added every two years during the planning period. This yields a total of 10 new firms and each firm will require an average of 23 acres of land, or a parcel 1,000,000 sq. ft. in size.

<sup>d</sup>Additional land for site selection is located outside the planning area at the Municipal Airport site.

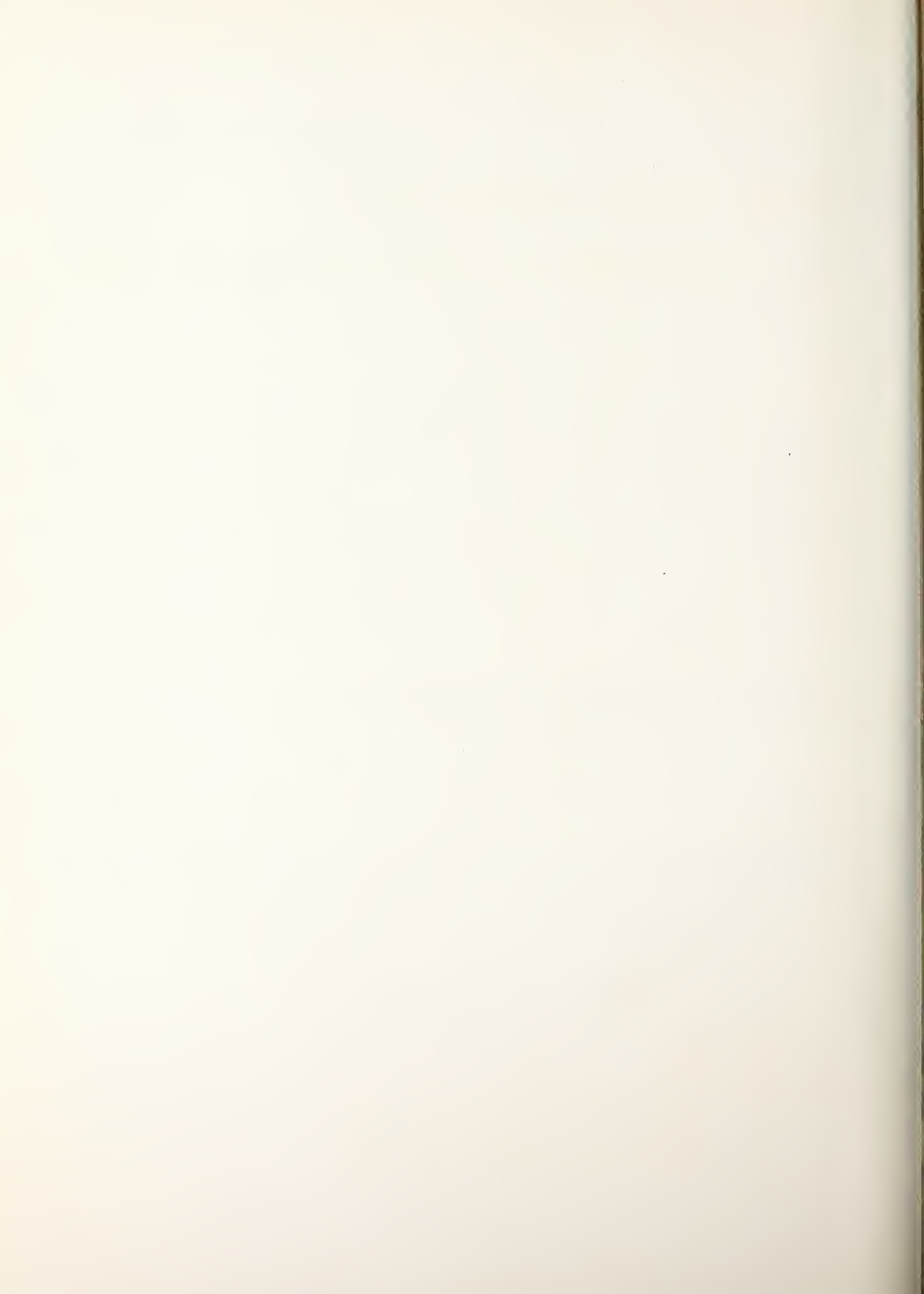
<sup>e</sup>This was calculated by assuming that a population increase will bring about a demand for commercial expansion proportional to the population increase, e.g., 5,730 people presently use 63 acres of commercial land, therefore, 6,398 (the projected 1986 pop.) will need 70.4 acres (7.4 more acres). It is assumed that  $1\frac{1}{2}$  times this figure will be needed since larger sites will be required for new commercial activity than is required now, because most will be located in highway business areas or shopping centers. This yields a total requirement of 11 acres. Five acres are added to this figure, since five acres is the amount of increase needed due to the completion of the bypass and the need for tourist accommodations. These five acres bear no relation to projected population.

<sup>f</sup>This was calculated by multiplying 7.4 by 2. Two being the factor to allow for additional site selection. The five acres allotted for highway oriented commercial is not figured in site selection factor due to the lesser number of possible sites on a limited access bypass.

<sup>g</sup>Includes existing churches, lodges, cemeteries, schools, etc.

<sup>h</sup>Includes projected needs for hospital, parks, off-street parking, etc.

<sup>i</sup>Includes circumferential, bypass and other minor and local street.



# THE PRELIMINARY THOROUGHFARE PLAN







## THE PRELIMINARY THOROUGHFARE PLAN

### INTRODUCTION

The Thoroughfare Plan that is described in this report is termed the Preliminary Thoroughfare Plan because it is based primarily on existing land use and traffic data, field investigation of proposed thoroughfare alignments, and a generalized land development plan. The development of the plan did not include an inventory of existing travel patterns and projection of traffic to a future design year.

### Highway Planning Principles

Taking into consideration safety, directness, and swift-ness, the easiest movement of traffic from any one point to another must be a prime consideration. Based on this criterion the following objectives and guides are considered pertinent to the effective planning of thoroughfare improvements.

1. Traffic planning should be carefully related to patterns of neighborhood development.
2. In outlying, undeveloped areas, highway planning should seek to discourage scattered development and the depletion of open space. Transportation planning should maximize the freedom to travel while minimizing the need to do so.
3. Major highways should be coordinated with other existing and proposed systems.
4. Through and nonlocal traffic should be concentrated on comparatively few major roads which are adequately designed.
5. A suitable bypass route for through-traffic should be provided around the community.

6. Consideration should be given to esthetics in order that the system will provide attractive, compatible circulation routes.

#### Factors Affecting Highway Location

The actual location of future facilities is determined by a number of factors, including the following:

1. location of major traffic generators such as existing or proposed industrial development, shopping areas, residential neighborhoods, hospitals and other community facilities, etc.;
2. topography and other physical barriers such as streams and railroad crossings; and
3. the existing street pattern.

#### BASIC PATTERNS

Most street systems are basically of two types or a combination of the two types. One type is based on a "grid pattern," whereas the other is based on a "radial-loop" pattern.

The grid pattern consists of a series of streets located approximately at right angles. This is basically the system used in Edenton today. The principal advantages of such a system are: (1) it is easy to lay out and can be extended indefinitely provided no physical barrier impedes its growth; (2) it utilizes a simplified utility layout (water, sewer, gas, electricity); (3) it may be easily subdivided and numbered; and (4) the deed descriptions are easy to write. The major disadvantages of such a system are: (1) it cannot be easily adapted to irregular terrain

or drainage ways or problems; (2) it is inconvenient for diagonal travel; (3) the uncertainty of travel direction requires an excessive number of streets to be designed as major thoroughfares; (4) it provides no protection against the invasion of through traffic into residential areas, and (5) should planning of the system be inferior, development may block future street growth. The latter of these disadvantages has occurred in Edenton, specifically where East Gale, Albemarle, and Carteret Streets have been blocked by residential development to the west of Jackson Street. Also, the diagonal direction of North Broad Street (U.S. 17) has thrown the grid system ajar in north Edenton.

On the other hand, a radial-loop street pattern consists of a series of major streets radiating from the center of the Town and supplemented by one or more circumferential or loop streets which bind the "radials" together in the fashion of a spider's web. Some of the major advantages of such a street pattern are: (1) it is a flexible system which permits easy adaption to the terrain or drainage features; (2) travel between any two points can usually be made with maximum directness; (3) the major streets are clearly distinguished from minor streets; (4) each street has a specific purpose, and (5) there is usually less street mileage to construct and maintain. The major disadvantages of this type of street pattern are: (1) it is more difficult to design and lay out; (2) it does not develop naturally,

but must be planned; and (3) if poor subdivision techniques are applied, certain parcels of land may be more difficult to delineate and describe.

The proposed system for Edenton combines both types of the above mentioned systems. The old grid system is, of course, retained in the presently developed portion of Edenton. An extension of certain of the present street alignments into the undeveloped planning area is set forth. These streets will serve as collectors for future local development in these areas. The entire system is then linked by a circumferential route to serve diagonal traffic movements, linking future residential development with the proposed industrial complex in North Edenton. The circumferential road will continue east through the industrial district to provide a direct connection to the country club-airport road, thereby linking the Cape Colony-Airport industrial districts to shopping and industrial areas in north Edenton to residential areas in the west.

#### THOROUGHFARE CLASSIFICATION

For the purpose of this plan thoroughfares are classified according to the following system.

##### Local Streets and Roads - (Minor Streets)

These are for direct access to residential, business, industrial or other abutting properties.



These may be:

- residential - 50' right-of-way, 28 - 32' pavement width
- commercial - 60' right-of-way, 36 - 40' pavement width
- industrial - 60' right-of-way, 36 - 40' pavement width
- culs-de-sac - 50' right-of-way, 28 - 32' pavement width

#### Minor Thoroughfares (Local Collectors)

These perform the function of collecting traffic from residential, commercial and industrial streets. In some cases, they may supplement the major thoroughfare system by facilitating a minor through traffic movement. In either case, they may perform an additional function by also serving abutting residential, commercial, or industrial property. Minor thoroughfares should be designed to serve only a limited area to prevent their development into major thoroughfares. In Edenton it is recommended that as minor thoroughfares develop that they have two traffic lanes with no parking permitted on either side. Existing streets designated as minor thoroughfares should have on-street parking removed. Rights-of-way for future minor thoroughfares may vary upward from a recommended minimum of 60 feet, and having a 36 - 44' pavement width.

#### Major Thoroughfares

Major Thoroughfares are the heavy traffic carriers of the planning area. The streets which comprise the major

thoroughfare system may also serve abutting property; however, it must be remembered that their major function is to carry traffic. They should be carefully planned to avoid uncontrollable strip development, since such development lowers the carrying capacity of the thoroughfare significantly and each access point is a danger and impedance to traffic flow. The range of highway types within this category varies greatly. Major Thoroughfares may range from a two lane street carrying minor traffic volumes to major expressways with four traffic lanes. Parking should not be permitted on major thoroughfares. Rights-of-way may vary upwards from a recommended minimum of 80 feet (52' pavement section for future development). In Edenton such designation applies to the proposed U.S. 17 Bypass, a portion of the circumferential route, and existing U.S. 17.

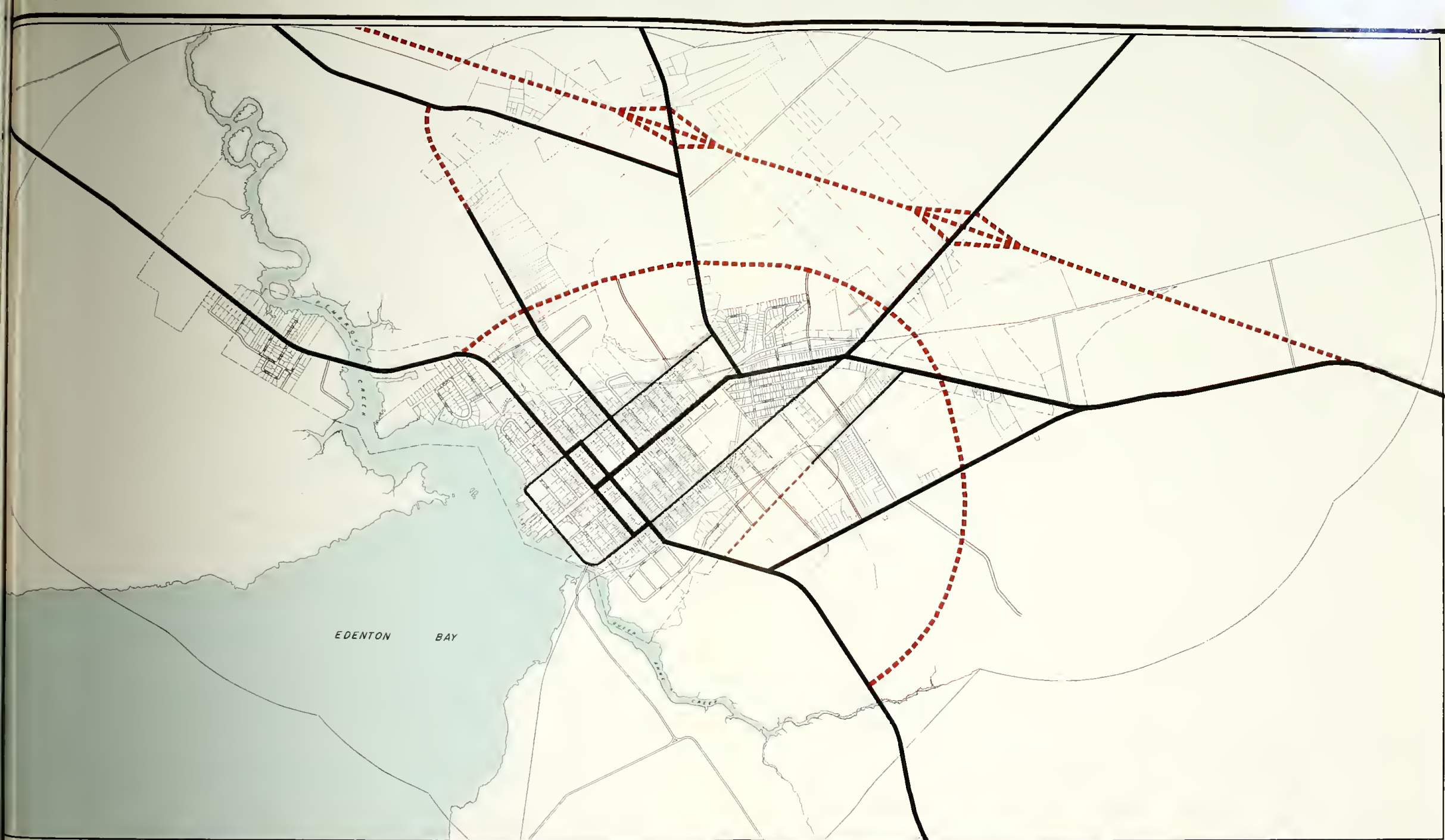
#### THOROUGHFARE RECOMMENDATIONS

##### Major Thoroughfares

###### Existing Alignments

It is recommended that the following existing routes be designated as Major Thoroughfares:

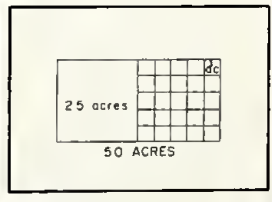
1. Church Street from Granville eastward to the end of the Planning Area (Route N.C. 32);
2. Queen Street from Oakum Street westward to the end of the Planning Area (Route 17, South);
3. Broad Street from Queen Street northward to the end of the Planning Area (Route 17, North);
4. Albemarle Street from Broad Street westward to the present terminus;



# **EDENTON** **NORTH CAROLINA**

**PRELIMINARY THOROUGHFARE PLAN**  
(CLASSIFICATION & PROPOSED ALIGNMENTS)

<b>MAJOR ROADS</b>	<b>MINOR ROADS</b>
— Existing	— Existing
- - - Proposed	- - - Proposed
	- - - Proposed (Local Roads)



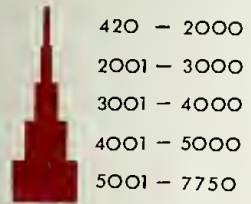




1966 AVERAGE DAILY TRAFFIC FLOW  
EDENTON NORTH CAROLINA



LEGEND







5. Old Hertford Road (Secondary Road 1105) from East Church Street (N.C. 32) to North Broad (U.S. Route 17);
6. Route N.C. 32 from Broad Street northward to the end of the Planning Area;
7. Mexico Road (Secondary Road 1200) from N.C. 32 southwest to the end of the Planning Area;
8. Oakum Street Extension northward from North Broad Street to the end of the Planning Area;
9. Granville Street between Church and Queen Streets; and
10. Oakum Street between Church and Queen Streets.

#### Proposed Alignments

It is recommended that the following proposed alignments be acquired for future major thoroughfare rights-of-way:

1. from the western terminus of Albemarle Street Extension to Mexico Road (Secondary Road 1200);
2. Route U.S. 17, Bypass as proposed by the N.C. Highway Commission, Advanced Planning Department; and
3. a proposed circumferential route from a point approximately 250 feet west of Twiddy Avenue, bypassing the presently developed portion of Edenton, to a point approximately 100 feet west of the Queen Anne Creek - N.C. 32 bridge.

The above proposed major thoroughfare system will greatly alleviate the existing problem of traffic circulation in and around the Edenton Planning Area.

The proposed bypass should eliminate much of the unnecessary through traffic movement on Broad and West Church Streets.

The proposed circumferential route will facilitate the movement of cross-town traffic, connecting employment centers in north Edenton with residential areas in the east and west. This thoroughfare would also serve to help open presently undeveloped areas for development, and enable a local system of streets to be designed around it. A large portion of the circumferential route should be utilized as a bypass route for highway N.C. 32 once the link between the present N.C. 32 North and East Church Street (N.C. 32) is completed. This would eliminate most of the logging truck traffic on Broad and Church Streets. (See Average Daily Traffic Volumes Map).

#### Minor Thoroughfares

##### Existing Alignments

It is recommended that the following existing routes be designated as Minor Thoroughfares:

1. Granville Street from N.C. 32 to Water Street (except that portion between Church and Queen Streets which is designated as a major thoroughfare);
2. Water Street;
3. Oakum Street to North Broad Street (except that portion between Church and Queen Streets which is designated as a major thoroughfare); and
4. Coke Avenue from North Broad Street to its southern terminus.

##### Proposed Alignments

The only recommendations regarding proposed alignments for future minor thoroughfares involves the extension of

Coke Avenue from its southern present terminus to East Church Street (Route N.C. 32). This alignment in east Edenton, along with Granville, Broad, Oakum and Old Hertford Road, will provide the necessary north-south access needed for existing and future development. The Coke Avenue extension will serve as a needed collector for local street development in East Edenton.

### Local Streets

It is recommended that all existing streets not designated as Major and Minor Thoroughfares be designated as local streets.

### Proposed Alignments

It is not the purpose of this Thoroughfare Plan to designate alignments for all future local streets, except where such streets are logical and necessary to continue an established pattern, and where the discontinuance of this pattern would interfere substantially with traffic circulation and access to minor or major thoroughfares. For example, a system of local streets is shown on the Plan in the area of Jackson, Cemetery, Hicks, and Peterson Streets. Certainly, local streets will be needed to provide direct access to those areas of Edenton presently undeveloped; however, these streets should be designed by subdividers and reviewed by the Planning Board and Town Council to make certain that various standards and requirements are met, and to insure that the system ties in logically with the minor and major thoroughfare system.

It is recommended that rights-of-way be acquired by the Town for local streets according to the following guide:

1. Jackson Street should be extended from its present terminus at Freemason Street to Cemetery Street;
2. East Hicks Street should be extended through to Old Hertford Road;
3. East Peterson Street should be extended to the proposed extension of Coke Avenue;
4. East Freemason Street should be extended to the proposed extension of Coke Avenue;
5. Blades Street should be extended through to Old Hertford Road;
6. West Hicks Street should be extended along an alignment abutting the south side of the new hospital site to a point along the proposed circumferential road; and
7. East Third Street should be extended west from Badham Road to the proposed circumferential road and east from Oakum Street to Coke Avenue.

The above mentioned new street alignments would greatly improve east-west access through Edenton. Under the present system the only direct east-west route is Church Street, which serves only the southern portions of Edenton. The necessity for good east-west access improvement in the northern section has become more important since the relocation of the Fire Station at the intersection of Broad and Park Avenue.



SCHEDULE OF PRIORITIES FOR IMPROVEMENTS

PHASE I (1968 - 1972)

<u>Facility</u>	<u>Suggested Responsibility</u>
<u>Major Thoroughfares</u>	
1. Completion of U.S. 17 Bypass	State of N. C.
<u>Minor Thoroughfares</u>	
1. Coke Avenue Extension	Town of Edenton for rights-of-way and State of N. C. for surfacing and maintenance
<u>Local Streets</u>	
1. East Freemason Extension	Town of Edenton
2. East Hicks Extension to Coke Avenue	Town of Edenton
3. Jackson Street Extension	Town of Edenton
4. West Hicks Street Extension	Town of Edenton

PHASE II (1973 - 1977)

<u>Major Thoroughfares</u>	
1. Circumferential Road between West Queen Street and N.C. 32	State of N. C.
2. Albemarle Street Extension	State of N. C.
<u>Local Streets</u>	
1. Blades Street Extension to Old Hertford Road	Town of Edenton
2. East Peterson Street Extension	Town of Edenton
3. Third Street between Oakum and Old Hertford Road	Town of Edenton

PHASE III (1978 - 1982)

<u>Facility</u>	<u>Suggested Responsibility</u>
<u>Major Thoroughfares</u>	
1. Circumferential Road between N.C. 32 and Old Hertford Road	State of N. C.
<u>Local Streets</u>	
1. Third Street between Badham and the Circumferential Road	Town of Edenton

PHASE IV (1983 - 1987)

<u>Major Thoroughfares</u>	
1. Completion of Circumfer- ential Road between Old Hertford Road and East Church Street (N.C. 32)	State of N. C.
<u>Local Streets</u>	
1. Third Street Extension Realign- ment at Old Hertford Road	Town of Edenton



